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FOREIGN TRADE

OTTAWA, FEBRUARY 11, 1950

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In This Issue

Mexico—President Lauds Good Trade Relations with Canada	246
Argentina—Steel Mills Dependent on Imports of Raw Materials	251
Chile—Trade with Canada was Relatively Good Last Year	254
Poland—Firms Engaged in Foreign Trade Must Have Licences	258
Canada—Import Control Relaxations Effective Shortly	260
Belgian Congo—Development Provided in Ten-year Plan	262
Canada—Trade with Belgian Congo, Portuguese Africa, Liberia	264-265
Canada—Trade Department Reorganization Aids Study of Problems	269

Regular Features

Foreign Exchange Quotations	284
Foreign Trade Inquiries	270
Foreign Trade Service Abroad	281
Trade and Tariff Regulations	271
Transportation	272
Departures from Halifax	272
Departures from Saint John	274
Departures from Vancouver-New Westminster	276
Services to Newfoundland	280

COVER SUBJECT—New wharf of National Harbours Board at East Saint John, which was officially inaugurated this week by the Hon. Lionel Chevrier, Minister of Transport, provides shipping interests with improved port facilities on the Atlantic seaboard. The concrete crib marginal wharf has a length of 875 feet, which is 185 feet longer than that of a previous structure, and provides berths for two 10,000-ton ships. The new fireproof shed, 800 feet long and 150 feet wide, is equipped with cargo beams, a grain shipping gallery, a travelling grain-loading gantry, and has an insulated and heated area of 5,500 square feet for handling perishable products, principally fresh fruit and vegetables. The overall cost of the structure is \$3,250,000. One of the berths will be used by the Canadian National Steamships for its service to the British West Indies. A total of 542 ocean-going ships visited Saint John last year, compared with 546 in 1948. Inward foreign cargo amounted to 605,045 tons, while outward foreign cargo amounted to 1,363,379 tons.

Courtesy National Harbours Board.

Price 10 cents

President of Mexico Lauds Good Trade Relations with Canada

Cordiality and understanding stressed in annual report to the nation—Reference made to excellent progress achieved in reciprocal trade of the two countries—Canada is now second best purchaser of Mexican goods as well as second source of supply.

By D. S. Cole, Commercial Counsellor for Canada

MEXICO CITY, January 18, 1950.—Cordiality and understanding in the relations between Mexico and Canada were stressed by President Aleman in his annual report to the nation, delivered at the opening of the 41st Congress. Reference was also made to the excellent progress achieved in the reciprocal trade of these two countries, which has been a subject of much comment in Mexican trade circles. During a period of four years, Canada has advanced from fifteenth to second place as a source of supply for Mexico. Canada was the second best customer for Mexican products last year, this being the first occasion on which such a condition has been reached. Although final trade returns are not yet available, Canada is firmly entrenched as the second most important source of supply, despite diminishing imports into Mexico. The United States, which is in the lead, controls three-fourths of the entire Mexican trade.

As reported above, a breakdown of preliminary figures of Canadian-Mexican trade for the first nine months of 1949 indicates that Canada, with a total of 91 million pesos, is firmly in second position in the Mexican import market. Great Britain is in third position with a total of 63 million pesos, followed in consecutive importance by Switzerland, Sweden, Australia, France, Italy, and Belgium. Main Canadian exports to Mexico include newsprint; whisky; upper leathers; sulphite pulp; ferro-manganese; agricultural machinery, including threshing machines and tractors; electric washing-machines and parts; mining machinery; insulated copper wire; sodia and sodium compounds; synthetic resins; and motion picture films. Export figures indicate that Canada purchased 120 million pesos worth of goods from Mexico, and Great Britain is credited with purchases to a value of 67 million pesos. The following countries, in order of importance, were also importers of Mexican products: China, Arabia, Belgium, France, Russia, and Cuba. Total Mexican exports for the nine months ending September were valued at 2,571,000,000 pesos. Chief among products exported by Mexico to Canada were: raw cotton, sisal or henequen, fresh citrus fruits, canned pineapple and pineapple juice, bananas, coffee, and peanuts. The total value of Mexican imports for the first nine months was 2,767,000,000 pesos.

Canadian Wheat Purchased in 1949

Under the International Wheat Agreement, Mexico is committed to purchase 6.5 million bushels of wheat per annum. Despite the fact that Mexico has not purchased any wheat from Canada for over eight years, direct purchases of five cargoes were made in 1949, one cargo of 349,000 bushels valued at \$707,000 being bought in November. Every effort is being made to further encourage the purchases of Canadian wheat by the Mexican Government, which are made exclusively through CEIMSA (Cia. Exportadora e Importadora, Mexicana, S.A.). The Nacional Dis-

tribuidora y Reguladora, was disbanded during 1949. The functions of this agency, which for eight years controlled the purchase and sale of basic foodstuffs, have been taken over by the government-controlled Banco Nacional de Comercio Exterior and the CEIMSA. Both these groups are directly under the control of the Minister of Finance and it is largely through his good offices that purchases of Canadian wheat were made during 1949, despite the severe competition.

During October the Government of Mexico announced the sale, through the Bank of Mexico, of 47.5 million troy ounces of silver to the value of more than \$33 million. Earlier in the year considerable amounts were purchased by Saudi Arabia, and there were two sales to the Canton Government of China, the silver for the latter country being minted in Mexico. In view of the fact that the national production of silver is approximately 50 million ounces, it is apparent that government sales have exceeded domestic output, thus reducing the Bank of Mexico's silver reserves to a considerable extent.

Two Main Effects of Devaluation

There have been two effects of currency devaluation in Mexico, one psychological and the other material. The first was in the nature of a shock, resulting from the sudden announcement that eighteen countries, including Canada, would henceforth have depreciated currencies, and it was necessary for the Under-Secretary of the Treasury to issue a statement to the press in order to forestall anxiety on the part of businessmen and the general public. One material effect was a stampede to buy gold, with the result that the Bank of Mexico withdrew from the market as a seller. The appreciation in gold value was of considerable importance, and the price increased to approximately U.S.\$52 per ounce.

It has been assumed that the material effect on Mexican business would be fourfold, the first being a temporary stimulus to imports from the United Kingdom of articles not on the Mexican prohibited list. A second effect would be the bettering of the competitive position on the Mexican market for raw materials from the sterling area, such as Australian wool, Canadian wheat and Far Eastern rubber. The third effect anticipated at the time was the encouragement to the Mexican Government to arrange for a clearing agreement with Britain due to the more attractive values of sterling merchandise. The fourth effect of devaluation would be that some Mexican exports might find considerable price competition from sterling areas in dollar countries. These products would include cotton, sugar, coffee, oilseed cake and some minerals. The obvious effect on Canadian trade has been to increase the potential of Great Britain as a competitor in the Mexican market for goods such as diesel engines, agricultural equipment and a certain range of manufactured goods. Canada passed Great Britain in 1947 as second chief supplier to the Mexican market, and 1950 will indicate whether Canada will be able to hold her position in the face of heavy British competition.

Budget for 1950 at All-time High

The 1950 budget was an all-time high in modern Mexico's financial history, amounting to 2,746,000,000 pesos, of which the principal items are: communications, 482 million, which is an increase of 40 million; Mexican public debt, 607 million, which is an increase of 49 million; hydraulic resources, 250 million, a slight increase over last year; total military expenditures, 355 million, a slight increase over 1949; education, 312 million, up 32 million pesos. Service on the public debt requires approximately 20 to 22 per cent of the entire budget, which represents

approximately the maximum which it has been considered safe for public expenditures. As reported recently, the government expects to have sufficient income to meet this record-high budget without additional taxation measures. Whether there will be a deficit or not remains to be seen, as it is extremely difficult to know what additions there are to the floating debt.

Business conditions in Mexico during the latter part of 1949 have been favourable, and, generally speaking, the second half of the year was better than the first six months, this being due very largely to the stabilization of the peso at the new fixed ratio of 8.65 pesos to the dollar.

Harvests Were Excellent and of Fair Quality

Contributing to this more optimistic outlook is the fact that harvests were excellent and, with the exception of corn, were of fair quality. The important cotton crop had a possible yield of 900,000 bales and a very heavy crop of sugar amounted to 690,000 metric tons. In both cases, these large crops gave a substantial margin for export, which had already resulted in a further accumulation of needed United States dollars. A wheat crop of 475,000 tons is quite favourable in spite of the fact that it is slightly less than last year's. A coffee crop of 950,000 bags, of 60 kilos each, is one of the highest in many years, although less than in 1948. In any event, the small decline in yield has been more than overcome by the very sharp increase in coffee prices in the United States, which enabled growers to show a better income than in many seasons. Vegetable crops have been fair, while reasonably good prices have enabled planters, particularly those raising tomatoes, to overcome many adverse conditions during the year. On the whole it may be said, therefore, that producers of agricultural products had a more than average favourable year.

Modified Program of Prevention of Aftosa Bringing Results

The co-director of the Joint Mexico-United States Aftosa Commission, in a report in the latter part of 1949, has indicated that the modified program of prevention of hoof and mouth disease, rather than extermination of livestock, is bringing excellent results. As a result of heavy inoculations it is reported that the total infected zone has been reduced from 56 million hectares to approximately 44 million.

The overall program now adopted by the Commission comprises three co-ordinated functions: Total vaccination of all split-hoof stock within the affected area; the production of vaccine in quantities required by the program; and the maintenance of strict quarantine and disinfection. To develop this program, a new institute of vaccine and investigation of apthae fever has been installed in new and modern quarters in Mexico City. It is claimed that this institute represents a major step in Mexico's nation-wide struggle for the eradication of the dread aftosa disease, plus serving as a permanent means of protection against its recurrence.

It is difficult to forecast when Mexico will be rid of this plague, but the fact that it is being checked and substantially reduced clearly indicates real progress. The Mexican Government states that some of the major benefits have been the unification of the rural population in a common cause; the introduction of tractors and mules as a substitute for yokes of oxen; the erection of meat-packing plants, enabling the export of canned beef; and finally, the improvement in breeding stock and farming methods within the infected zones.

It is interesting to note that whole paragraphs used in the Canadian-Mexican Most-Favoured-Nation Trade Agreement, signed in Mexico in February, 1946, have been utilized in one or other of Mexico's agreements with Italy and Czechoslovakia. Neither of these agreements will interfere with the further development of Canadian trade with Mexico.

Although the Acting Foreign Minister has issued a press statement denying that the agreements are based on barter arrangements, he nevertheless anticipates that trade will be more or less exactly balanced in order to avoid dollar payments by either country. The Czechoslovakia minister, at the time of the signing of this agreement, stated that he hoped that goods to the value of about \$2,000,000 would be increased in the succeeding years.

The economy of Mexico is of necessity bound up very closely with that of the United States, and as forecasts in the latter country are distinctly favourable, this should have an inevitable reaction on the outlook for Mexico during the forthcoming year. On the other hand, Mexican agricultural forecasts for 1950 do not appear to be as good as in 1949, it being anticipated that cotton production and coffee available for export will be somewhat less. With reference to corn, the short crop of 1949 will apparently be carried over into 1950 and, being a major cereal crop, will have its effect on the economy of the country.

The outlook for 1950 in the mining industry is that 1949 levels will be maintained, although labour contract negotiations will develop which might result in certain difficulties during the year. With reference to petroleum production, distillation and distribution advances in the program

Mexico—Oil refinery at Atzacapotzalco. Petroleum production in Mexico during 1949 amounted to 62,000,000 barrels, the highest figure since the government expropriated all foreign holdings.



for exploration and development are stated to be favourable. Production in 1949 amounted to approximately 62 million barrels, which is the highest figure since the Mexican Government expropriated all foreign holdings. It is difficult to anticipate 1950 figures in view of the numerous factors affecting the petroleum industry in Mexico.

Business Outlook Generally Favourable

Again based on the economy of the United States and the Mexican record for 1949, the business outlook for 1950 is generally favourable. Views of important Mexicans and foreigners engaged in construction, processing and manufacturing industries are almost unanimous in being optimistic. Many loans have been paid off, so that farmers should be in a position to buy more equipment, fertilizers, etc., which will not only result in further expansion of consumer articles, but will aid by further effective cultivation of the soil, resulting undoubtedly in increased crops.

Judging by some of the unhappy experiences of importers during the past year, there may be flaws in the 1950 picture. Prices in terms of pesos will undoubtedly remain high owing to the present exchange, and many of the importers are rather pessimistic to the softening of the rather strict import controls and the present taxation which they consider onerous. For importers of agricultural and industrial machinery and similar lines, 1950 may be satisfactory, but for importers of consumer goods and any imported lines meeting local competition, further restrictions may be anticipated based on the experience of 1949.

Mail Service Extended to Certain Areas of Palestine

Mail service, including registration and parcel post service, is now available to the following Arab-controlled areas of Palestine: Qalqilya and Babelsahira Jerusalem (old city). Registration and parcel post services are now extended to Beit-Jala.

Output of Canadian Cars Set Record Last Year

Canadian manufacturers of motor vehicles established a new record in 1949, when they shipped out a larger total of units—new passenger cars, trucks and other commercial vehicles—than in any previous year.

Total shipments for 1949 aggregated 290,634 units, as compared with 264,178 in 1948, an increase of 10 per cent. Previous high mark was 270,191 units in 1941, largely commercial vehicles for war use, while the fourth highest year's output was 262,625 units in 1929.

Last year's increase over 1948 was due to larger shipments of passenger cars, which advanced to 192,458 units from 166,935 the previous year. Total number of trucks increased slightly to 97,680 units from 96,388, while the number of coaches or buses declined to 496 as against 855 a year earlier.

Of the total shipments, 175,647 passenger cars were for sale in Canada and 16,811 for export. In the case of commercial vehicles, 84,823 were shipped for domestic sale and 13,353 for sale abroad.

Imports from the United States during the year totalled 10,137, consisting of 7,304 passenger cars and 2,833 commercial vehicles. In 1948, imports from the United States totalled 7,130 units, made up of 4,277 passenger cars and 2,853 commercial vehicles.—(*Dominion Bureau of Statistics, January 30, 1950*)

Argentine Steel Mills Dependent On Imports of Raw Materials

Annual capacity of industry estimated at 300,000 metric tons—Development of domestic deposits of iron ore a state enterprise—Expansion handicapped by high production costs and shortage of dollars to pay for raw materials and equipment.

By H. E. Lemieux, Assistant Commercial Secretary for Canada

BUENOS AIRES, December 27, 1949.—Argentina produces relatively little iron and steel ingot, the capacity of the industry being estimated at 300,000 metric tons a year. All steel mills, with the exception of those known as Fabricaciones Militares (military factories), must import their raw material requirements, other than such scrap as may be available in this country. The industry produces bars, sheets, welded pipe and castings, and the erection in Rosario of two additional plants for the production of wire and pipe is contemplated.

Iron ore deposits in Argentina, having an iron content of between 40 and 50 per cent, have been found in the Zapla Hills, situated in the province of Jujuy. The iron ore veins vary in thickness from 4.5 to 15 feet, and the estimated deposits are 36,000,000 metric tons. Private capital considered its exploitation to be uneconomic, in view of the large capital investment required and the lack of adequate machinery to work the mines and process the ore. A contract was signed in August, 1942, by the Military Factories and the Province of Jujuy, establishing conditions for working the mine on a share-profit basis and for the construction of blast furnaces and processing plants, which started in March, 1944.

The ore is extracted through shafts situated every 90 feet, with openings 7 feet high by 10½ feet long. A double line of tracks leads to the hopper, and the ore is hauled to Palpala by means of a continuous two-way cable railway nearly four miles long. The first Argentine blast furnace was built at Palpala and has been in continuous operation since October 11, 1945. In that year it produced approximately 3,215 tons of pig iron, which is carried to Buenos Aires by railroad.

Important Additions Have Been Made to the Industry

At the end of March, 1948, a law was passed establishing the Argentine Mixed Steel Company (Sociedad Mixta Siderúrgica). The most important Argentine metallurgical firms were grouped under this state enterprise, which guarantees a 4 per cent minimum profit on investments. Capital investment totals 100 million pesos, 80 per cent of which has been supplied by the government, 10 per cent by the Argentine iron industry and the remainder by the public. This investment is already considered insufficient for the development of the state enterprise, which has signed a contract with the Armco International Corporation and Armco Argentine, S.A., for the construction of a smelter and rolling mills.

Plans call for the installation of a furnace capable of producing 1,200 tons of pig iron a day and of four Siemens Martin furnaces with a daily capacity of 160 tons each and 250,000 tons rolling capacity. The mills would be equipped to produce rails, structurals, and tinplate for the

expanding canning industry, which has become important in Argentina. In 1947, the Argentine authorities, through a trade treaty with Bolivia, arranged for the purchase of 8,000 tons of tin concentrates per annum.

Another military steel mill, at Valentin Alsina, which began production in 1937, has practically doubled its smelting capacity. This plant is equipped with an electrical furnace and rolling capacity for the production of both large and small plate sections, rods and bars (used in the manufacture of artillery munitions) and sheets. In addition, two modern open-hearth furnaces are in actual operation, and another is under construction. Plans call for the installation of forging equipment and wire-drawing units.

Production of plates is one of the most important lines, thicknesses ranging from 1/25 to 1/2 inch. Goods for industrial use, such as machine parts and tools, are also produced in this military plant, which employs about 600 persons.

Costs of Production High

There is a trend towards rising production costs in the Argentine industry, which makes it difficult for the local product to compete with imported steel. The level of wages, although high, is not the determinant factor, as wages are also high in supplying countries. It is possible that the basic difficulties are the low rate of productivity and the fact that the local market is not sufficiently large to justify the use of mass-production methods. This is well illustrated by a comparison of costs of producing pig iron in a number of countries during 1949, all values being shown in Argentine pesos per metric ton; Argentina, 484; Brazil, 282; Belgium, 209; Luxembourg, 209; United States, 174; Britain, 168.75; France, 150.50. Following are the reported prices at which pig iron could be bought from foreign countries: Brazil, 427 pesos; Holland, 381 pesos; France, 340 pesos.

Exchange difficulties which have prevailed in Argentina over the past two years have had repercussions on most Argentine manufacturing concerns. During 1948 the acute shortage of foreign exchange caused a sharp decline in Argentine imports of pig iron and steel. As in 1947, exchange permits were required for imports from dollar countries, and their issuance, except for absolute essentials, became increasingly restricted until finally suspended in 1948. The result of these restrictions was the diversion of imports from dollar to non-dollar areas; ultimately Argentine purchases were limited to cash transactions. One of the effects has been a reduction in stocks of raw materials, machinery and repair parts vital to the steel industry. In consequence, production has been curtailed drastically, and expansion of existing steel plants has almost completely stopped.

Higher Exchange Rates Advocated

Local manufacturers feel that the exchange rates are too low and out of line with the real value of the "paper" peso. They advocate higher rates, which would serve to restrict steel imports and also to protect the local product from foreign competition. In addition, the Argentine Customs structure does not give adequate protection to the local metallurgical industry, since the appraisal values, for Customs purposes, of imported steel are rather low and permit the marketing of foreign steels, which outclass the local product in respect of both quality and price. This situation has recently prompted the Argentine Chamber of Metallurgical

Industries to ask the National Economic Council for an increase in the duty rate on imported steel and steel products. The foreign exchange crisis has incidentally discouraged the investment of foreign capital in Argentine industry and has thus prevented modern mechanization and the adoption of new and more economical processes.

Because Argentina is distant from sources of supply, the local industry's fuel costs are much higher than they are in overseas countries, due to transportation costs. This additional expenditure cannot be reduced by the substitution of electrical energy, as hydro-electric power is also scarce and expensive, and possibilities of development in that field are limited.

Imports of Pig Iron and Steel Reduced

In the prewar years the principal suppliers of pig iron and steel to Argentina were Belgium, Luxembourg, the United Kingdom, Germany and France. Imports of steel into Argentina from the United States reached a new high in 1947 at 400,000 tons as compared with an annual average of 33,000 tons in prewar years.

The recent shortage of steel in supplying countries has contributed to some extent to a drastic reduction in Argentine steel imports, which totalled 890,000 tons in 1947 and dropped to 590,000 tons in 1948 but, according to statistics, the decrease in Argentine imports has paralleled the decline in the country's dollar holdings.

Argentine Imports of Iron and Steel Products, 1936-49

	Imports Metric Tons
1936-40 (annual average)	687,000
1946	472,000
1947	885,000
1948	590,000
1949 (January-July inclusive)	*204,000

* The figure for the first seven months of 1949 includes bars and bar mill shapes, unfabricated plates, hot-rolled strip, black sheets, galvanized sheets, tinplate, pipes and tubes, heavy and light rails, rail accessories, wire rods, drawn wire, wire rope and strand, rails and staples, barbed wire, wheels and axles, fencing and screening.

Pig iron and steel mill products were supplied by many countries, as shown in the following table of Argentine imports for the first seven months of the current year:

Argentine Imports of Pig Iron and Steel Products

	January-July, 1949	
	Pig iron Metric tons	Steel products Metric tons
United States .....	....	42,449
United Kingdom .....	....	20,984
Belgium	15,802	44,145
Italy	6,526	22,066
Brazil	8,990	896
France	11,347	10,464
Holland	950	1,878
Others	6,250	10,990

The Argentine steel industry is of secondary importance, involving the conversion of scrap iron and steel into end products, and depends heavily on the world supply of scrap iron, scrap steel and fuel. Despite its dependence on foreign sources of supply, the industry has achieved much progress in the last decade.

Canadian Trade with Chile was Relatively Good in Past Year

Shipments from Canada valued at \$3,749,774 for twelve months ended last October, as compared with \$4,261,253 in same period of previous year—Abrupt fall in copper prices on world market had serious effect on exchange position.

By H. N. Burley, Office of the Commercial Secretary for Canada

(One quintal equals 101.44 pounds)

SANTIAGO, January 2, 1950.—Canadian trade with Chile is relatively good, exports during the twelve months ended last October being valued at \$3,749,774, as compared with Canadian exports during the corresponding period of the previous year of \$4,261,253. The principal items shipped from Canada to this country during the 1948-49 period were: Newsprint, \$1,187,403; agricultural machinery, \$365,951; electric meters, \$233,094; mining machinery, \$166,420; other machinery, \$98,348; drugs and chemicals, \$144,394; and needles, \$101,846.

The exchange position at the beginning of 1949 might be described as normal, as arrears had been reduced to U.S.\$37,000,000. The future, at that time, provided general conditions of supply remained unchanged, could be viewed with guarded optimism. This situation was shattered

Total Exports from Chile

(January-September, 1949)

	Pesos	Principal items
Total	1,117,005,818	
Argentina	31,596,269	Plywood, other lumber, nitrate, copper.
Austria	1,575,615	No details.
Belgium	31,311,882	Barley, wool.
Bolivia	8,967,846	Rice, gelatine, explosives.
Brazil	41,858,217	Copper, barley, nitrate.
CANADA	1,072,378	Sheepskins, onions.
Colombia	1,318,876	Wool, nitrate.
Cuba	17,451,257	Beans, nitrate, garlic, malted barley.
Curaçao	61,144	No details.
Czechoslovakia	250,115	No details.
Denmark	14,573,622	Nitrate, copper, grains.
Ecuador	2,470,967	Nitrate, malted barley, wines and spirits.
Egypt	39,309,065	Nitrate.
Falkland Islands	111,352	Horses, lumber.
France	80,024,636	Copper, nitrate, gold coins.
Germany	14,271,693	Barley, copper, wool.
Great Britain	101,780,733	Copper, wool, beans, nitrate.
Greece	5,333,421	Nitrate, beans, lentils.
Guatemala	1,036,025	No details.
Holland	13,627,043	Copper, wool, nitrate.
India	4,661,653	Nitrate, copper.
Israel	2,196,723	Rice, barley.
Italy	32,343,513	Copper, wool.
Luxembourg	175,175	No details.
Mexico	1,237,821	Nitrate.
Norway	4,083,918	Copper, peas.
Panama	2,540,761	Beans, lentils, nitrate, gold coins.
Paraguay	2,304,386	Gold coins, malted barley.
Peru	6,038,370	Malted barley, nitrate, oats.
Portugal	4,577,679	Nitrate.
Spain	20,253,192	Nitrate, copper.
Sweden	13,694,205	Nitrate, fresh fruit, copper.
Switzerland	5,804,989	Copper, barley.
Trinidad	315,609	Nitrate.
United States	595,238,402	Copper, nitrate.
Uruguay	1,770,972	Copper, alcohol (not specified).
Venezuela	2,197,588	Grapes, horses, beans.

during May by the abrupt fall in copper prices on the world market. Prices fell from 23·5 cents per pound to 16 cents per pound and, although a certain reaction has taken place, the position has remained serious. At the time, it was estimated that the loss to Chile in exchange would be around U.S.\$27,000,000, but at a recent interview, the Minister of Economy mentioned between U.S.\$55,000,000 and U.S.\$60,000,000 as nearer the mark.

The immediate result was that practically all dollar import permits presented were summarily rejected and importers directed to divert their purchases to the sterling and European currency areas. Barter arrangements were also made with certain European countries, but the system was abolished as from end of October. Canada did not participate in any barter agreements.

During the year rates of exchange have been maintained at 31 pesos per U.S. dollar, official rate, and 43 pesos per U.S. dollar, bank rate. The former was applicable to Group I imports (most essential) and the latter to Group II (less essential). In practice, the 31 rate was invariably applied to fiscal and semi-fiscal imports. A rate of 25 was maintained for newsprint and sugar. The copper companies continued to sell their expense dollars at 19·37.

The year finished with a scarcity of all foreign currencies and, although nitrate sales are believed to average £ 700,000 monthly, at present there is no sterling available for importers.

During the year, a payments agreement was concluded with Argentina to meet obligations contracted for the purchase of wheat and oil in previous

Total Imports into Chile

(January-September, 1949)

	Pesos	Principal items
Total	1,057,800,073	
Argentina	49,633,259	Cattle, edible oils, sheep, quebracho extract.
Austria	275,359	Iron bars.
Belgium	19,442,847	Iron plates, phosphates.
Bolivia	576,301	Minerals.
Brazil	36,136,122	Coffee, sugar, cotton seeds and cotton.
CANADA	7,986,294	Newsprint, electric meters, iron bars, asbestos fibre.
Ceylon	508,070	Tea.
Cuba	8,557,675	Sugar, leaf tobacco.
Curaçao	29,652,469	Petroleum.
Czechoslovakia	444,469	Textiles.
Denmark	2,362,700	Tools, powdered dairy products, accumulators.
Ecuador	5,351,671	Bananas, cacao.
Falkland Islands	42,054	Wool.
France	18,952,323	Anilines, textiles, phosphates, cigarette paper.
Germany	2,003,835	Aniline dyes.
Great Britain	76,270,322	Textiles, machinery, raw rubber.
Greece	43	No details.
Guatemala	140,529	No details.
Holland	2,839,198	Tin ingots, tea, radio equipment.
India	10,915,811	Jute bags, tea, jute fibre.
Israel	15	No details.
Italy	17,408,313	Textile machinery, silks, sewing machines.
Luxembourg	1,393,150	Iron plates and hoops, wire.
Mexico	2,445,314	Lead, cine film.
Norway	2,748,755	Newsprint.
Panama	170,661	No details.
Paraguay	60,306	No details.
Peru	110,780,722	Petroleum, sugar, raw cotton.
Portugal	142,353	Cork.
Spain	19,401,404	Textiles.
Sweden	16,877,383	Wood pulp, ball bearings, newsprint.
Switzerland	12,306,133	Turbines, wrist watches, textile machinery.
Trinidad	1,973,437	Petroleum, asphalt.
United States	594,404,864	Automobiles and trucks, raw cotton, machine oils and general merchandise.
Uruguay	50,144	No details.
Venezuela	101,801	No details.

years. The agreement provided for the reduction of such obligations by the application of blocked balances of residents in Chile held by the Argentine banks. Stocks and shares and real estate also could be realized for the same purpose. Declarations were entirely voluntary and no details have been published of the amounts declared and paid out by the Central Bank of Chile as a result of the liquidations.

Following the Geneva discussions, Chile agreed to tariff liberations and reductions affecting more than 200 articles. Reciprocal agreements came into force on March 16, 1949, with the following countries: United States, Great Britain and Northern Ireland, Canada, Union of South Africa, Southern Rhodesia, Lebanon-Syria Union, Norway, New Zealand, India, French Union, Czechoslovakia, China, Ceylon, Burma, Belgium-Luxembourg, Holland and Australia.

Trade agreements have been arranged or renewed during the year as follows: Peru, renewal of treaty; Ecuador, trade agreement; Western Zone of Germany, trade agreement; Sweden, barter agreement; Mexico, *modus vivendi*; Uruguay, trade agreement; Cuba, trade agreement; and Spain, trade agreement.

Copper Output Has Shown Steady Decline

Due to the general situation in the market, the output of copper has shown a steady decline during the year, and in August was 21 per cent less than a year previously. The production for the twelve months was 416,759 tons.

Nitrate production has been maintained. In October last, alarm was caused by a voluntary reduction in price of U.S.\$3 per ton on the United States market by the Nitrate Corporation in order to meet competition. It is claimed that lower costs, due to modern production methods, will practically offset the fall in price. The total production over the same period was 1,753,623 tons.

Coal production has remained steady, and the total mined during the period was 2,079,832 tons.

Iron production has also continued steady and the total for the period was 1,846,131 tons.

Gold production has been erratic, but was steadily increasing over the last three months of the period. The total production was 5,523 fine kilograms. Silver production, after increased production in April, abruptly declined over the next few months, the total for the twelve-month period being 27,850 fine kilograms.

The general mining index showed a decline of 12 per cent over the period. Industrial production shows an average monthly increase of about 5 per cent over the previous period. Wages have increased by 20.2 per cent over the same period, while the general cost of living index went up by 17.8 per cent.

Drought Affects Grain Production

Wheat production was estimated at just over 11 million quintals or 3.9 per cent more than 1947-48, but grave fears are now held regarding drought throughout the zone from Rancagua to Temuco. It is thought at present that wheat imports will be necessary to cover the deficiency. Oats and rye have been calculated at higher yields in the proportion of 18 per cent and 15.9 per cent respectively, but barley shows a deficit calculation of 12.6 per cent. All are subject to the drought contingency.

Rainfall was poorly distributed over the year and, in the central zone, no rain of consequence has been experienced since August. The open country, as compared with irrigated land, presents a sorry contrast.

While there are many important construction projects for offices and apartments in Santiago nearing completion or recently commenced, a slowdown is reported on account of legislation. It is said that the net return to the owner after payment of taxes is seven per cent, which is not regarded as a reasonable return on capital in Chile. There would appear to be signs that the saturation point is being reached as regards offices and apartments, although dwelling houses are still in short supply.

Reports as to oil production in Magallanes during the year have been conflicting, but apparently the output is considered sufficient to justify the construction of a pipeline from the wells at Springhill to Gente Grande Bay, Tierra del Fuego. The "Corporación de Fomento" have been granted a twenty years' lease on 200 hectares of land at Caleta Clarence for the construction of storage tanks and modern wharfage facilities. No progress has been made in the construction of an oil refinery near Valparaiso, regarding which there has been much discussion.

Jute Acreage in India Increased

Total jute area sown in India during the current year is estimated at 791,175 acres, according to the All-India Preliminary Forecast of Jute, 1949-50. This compares with 765,605 acres last year, and is an increase of 25,570 acres or 3.3 per cent. However, estimates by the Indian Central Jute Committee on the basis of a sample survey method place the total increase in acreage under jute during the current year at about 337,457 acres, or an increase of 4.8 per cent.

Revised figures for May show that the arrivals of raw jute in Calcutta and mill stations were 277,000 bales, compared with 366,000 bales in May, 1948. Total arrivals during the period July, 1948, to May, 1949, were 5,846,000, compared with 6,281,000 bales in the corresponding period during 1947-48. Receipts of raw jute at the Indian Jute Manufacturers Association (I.J.M.A.) mills in Calcutta during June, 1949, amounted to 205,000 bales. Total receipts for the period July, 1948, to June, 1949, were 5,889,000 bales.

During June, 1949, mills reporting to I.J.M.A. consumed 495,000 bales of jute, raising total consumption for the year 1948-49 to 5,822,000 bales. Total consumption in 1947-48 was 5,805,000 bales.

Output of jute goods in June, 1949, amounted to 88,333 tons. This was slightly less than during the corresponding month last year, but compares favourably with the average level of production of 88,000 tons. Production for June, 1949, of hessians on account of both civil and government production, as compared with that for June, 1948, registered a sharp fall from 41,827 tons to 28,026 tons, while the manufacture of sackings has gone up from 46,013 tons in June, 1948, to 57,205 tons in June, 1949. The fall in hessian and the rise in the sacking production is evidently due to the decision of the Association to seal off 12.5 per cent of the total hessian looms, and to the switch-over of between 19 and 20 per cent of the looms to sacking during the months of May and June. However, production figures for July onwards are likely to show a reduction of approximately 20 per cent, due to the decision of the industry to close for one in every four weeks.

The jute year 1948-49 was a period of far-reaching re-adjustment which the industry has had to carry out at a time when the 10-year old sellers' market was coming to an end, and India and Pakistan were still attempting to iron out the economic consequences of partition by a series of short-term inter-Dominion agreements.—(*Indian Agricultural Bulletin*)

Firms Engaged in Foreign Trade In Poland Must Have Licences

Polish Ministry of Industry and Commerce issues licences to merchants importing or exporting on their own account, and to agents of foreign exporters—Many bilateral agreements concluded, including five-year trade and finance agreement with the United Kingdom.

By Canadian Trade Commissioner Service

KEY industries in Poland have been nationalized or are under state control, and all industrial concerns employing more than fifty workers are responsible to Central Industrial Boards. Firms engaged in foreign trade must be licensed, licences being issued to merchants importing or exporting on their own account, and to agents of foreign exporters. Application for licences by the latter group must be secured for each agency held, and are based on the submission of a draft contract with a foreign exporter.

Licences are issued by the Polish Ministry of Industry and Commerce, which has indicated that the prospective agent's contract must show his rate of commission, as it is not permissible for Polish agents of foreign exporters to deposit foreign currency in a private account abroad. In assessing applications for licences to hold agencies, which may cover the whole of Poland or only a given area, and which may be on a commission or consignment basis, consideration is given to the number of agencies already held and to the commercial status of the applicant. Persons presently representing overseas firms in Poland must apply for the appropriate licences, but may continue to function until the result of their application is known.

In the small sector open to private trading, business methods will be as before the war. In the larger and expanding sector of state industry, however, agents will be expected to work in close co-operation with the appropriate state trading agency. They will be allowed free access to final users only in order to supply them with information about their products. Commercial questions must be taken up exclusively with the appropriate state trading agency.

"Service after sales" is regarded as legitimate and desirable, but, especially in the case of technical assistance, the state agency must always be kept fully informed.

Exporters who sign contracts with Polish state trading agencies may be required to give the name and address of the agent who represents them.

Economic System Becoming More Diversified

The growing diversity of the Polish economic system is illustrated by the decision early last year to replace the Ministry of Industry and Commerce by six new ministries. These successor ministries direct respectively: heavy industry, light industry, mining and electric power, agricultural and food production, domestic trade and foreign trade. They each control their appropriate central combines, i.e., centralized purchasing departments responsible for the purchase both of equipment, replace-

ments and raw materials. The system is co-ordinated by the Economic Committee of the Council of Ministers and by the State Committee for Economic Planning.

Postwar recovery has been facilitated by an excellent record in the production of coal, Poland's principal export. The Polish Government, however, are anxious to develop the export of products other than coal, particularly agricultural products, in order to avoid undue dependence upon a single export item. This policy is reflected in the Anglo-Polish Trade Agreement, which provides for the export of bacon, eggs and other foodstuffs to the United Kingdom on an increasing scale over the next five years.

The importance attached to foreign trade by the Polish Government is illustrated by the large number of bilateral agreements concluded not only with the countries of Eastern Europe but with those of Western Europe and South America. While the bulk of Poland's trade is with the Eastern bloc, an increasing amount is being done with the countries of Western Europe. The most important trade agreement is that with the Soviet Union, with whom a Five-Year Agreement was concluded in January, 1948, providing for an exchange of goods to a total value of \$1,000,000,000 during the period 1948-52, and also for a credit of \$450 million, under which the Soviet Union would send capital equipment to selected Polish industries under a program covering the years 1948-56.

Trade and Finance Agreement Concluded with Great Britain

Second in importance is the recent Five-Year Trade and Finance Agreement with the United Kingdom, under which the principal items of import into Poland will be wool, rubber, crude oil, tires, dyestuffs, capital equipment and industrial goods.* In return, Poland will send principally foodstuffs and timber. There will be, in addition, an exchange of miscellaneous goods by both sides, the details of which will be reviewed and determined annually. The total value of goods to be supplied by each side under the agreement is expected to reach £130 million over the five-year period. That an agreement of this size and duration can be made is evidence of a substantial and continuing basis for trade exchanges between the two countries.

The share of state trading in the economic life of the country has risen further. In 1949, the output of state-controlled industries was to account for 85 per cent of the total production against 15 per cent for the private and co-operative sector. There is still a large private retail trade, but even in this sphere state stores are competing. What imported goods the retail trade shall handle is determined not by the retailers, but in accordance with the annual plan for foreign trade. Imports into Poland are controlled by the various state agencies who service the central purchasing offices of the different industries and trades. These central purchasing offices constitute the ultimate consumers whose interest it is important for exporters to develop; in addition, the importing agencies play an important part in the selection and placing of contracts.

Exporters Should Stimulate Interest of State Agencies

Exporters generally should try to develop the market by stimulating interest in their products inside the state agencies. This can be done either through local agents or, more effectively in some cases, by visits of technical representatives of the manufacturers. Local agents must be licensed

* To facilitate these purchases, arrangements have been made for extensive credits to be granted.

by state authorities, who require also that agency contracts be approved by them. Many exporters may prefer to work through the state agencies, the Polish Purchasing Mission in London and through the state export-import firms who have taken over the businesses and agencies of some former private firms. Visits of technicians, who can advise on the servicing and installation of machinery, are appreciated and should be regarded as a necessary supplement to whatever form of representation exporters may maintain within Poland.

Relaxations in Canadian Import Controls Effective Shortly

General effect of changes, effective on April 1 and July 1, 1950, will be to eliminate most of the outright prohibitions on imports—Reductions in prohibited list may encourage imports from United Kingdom—Canadian exchange position improved.

FURTHER relaxations in Canadian import controls, under the Emergency Exchange Conservation Act, were announced this week by the Hon. D. C. Abbott, Minister of Finance, and will take effect in two stages, on April 1 and July 1, 1950, respectively.

Changes effective on April 1 are as follows:

1. All emergency exchange import restrictions will be withdrawn on printed labels of all kinds (Tariff Item 179); on all plumbing and bathroom fixtures covered by Tariff Item 433; on all cocoa products covered by Tariff Items 20, 20a, 21 and 22; and on all coffee products covered by Tariff Items 25a, 26, 27 and 29.

2. The following items, now on the prohibited list, will be transferred to Category 4 of the quota list; glass ovenware and other heat resistant glassware (Tariff Item 326g), and electric light bulbs (Tariff Item 445b).

3. The import quotas for Category 2 (textiles) will be increased by 10 per cent, that is from the present 40 per cent rate to a 44 per cent rate.

4. Switzerland, the only European country on the list of scheduled countries, is being transferred to the non-scheduled list. This means that all imports of quota goods from Switzerland will be admitted under open general permit as from April 1, 1950.

5. The following items, now on the prohibited list, may be imported from non-scheduled countries under open general permit and from scheduled countries may be imported against existing Category 4 quotas; all paper products at present on the prohibited list under Tariff Items 181, 192, 193, 194, 197, 198, 199, 312, 509 and 711; genuine or imitation pearls (Tariff Item 648); and mineral wool (Tariff Item 689a).

Changes Effective July 1st

The additional changes, effective July 1, 1950, are:

1. Refrigerators, washing machines, radio receiving sets, gramophones, outboard motors, small boats (not designed for use with inboard motive power); show cases, pianos and organs will be taken off the prohibited list and included in Category 4 of the quota list. The quota percentage for Category 4 is 50 per cent of the 1946-47 imports.

2. All canned and frozen vegetables, soup preparations, dried fruits and fruit pulps, now on the prohibited list, will be transferred to Category 5 of the quota list. The quota percentage for Category 5 is 44 per cent of the 1946-47 imports.

3. The following items, now on the prohibited list, will be permitted entry from non-scheduled countries under open general permit and from scheduled countries against existing Category 4 quotas; electric dish-washers, mixers and ironers, juice extractors, and garbage disposal units.

The general effect of all these changes is to eliminate most of the outright prohibitions on imports. As originally drafted more than two years ago, the prohibited list applied to about \$150,000,000 of annual imports. The principal items that will still be on the prohibited list after July 1 will be pork and pork products, cut flowers, soft plastic sheeting, electric lighting fixtures and appliances, various kinds of ornaments, coin-operated amusement devices and vending machines and the so-called comic and pulp magazines. The total value of imports affected by the prohibited list will then be less than \$25,000,000 on the basis of 1946-47 trade figures. Imports subject to quota will represent about \$200,000,000 on the basis of 1946-47 imports.

These reductions in the prohibited list will also have the effect of encouraging some additional imports from the United Kingdom and Western European countries.

Commenting on these relaxations, Mr. Abbott said they were in line with the government's policy of removing emergency import controls as rapidly as the improvement in Canada's exchange position warranted. While there had been substantial fluctuations during the year, Canadian exchange reserves had improved considerably by the end of 1949 and this enabled the present relaxations to be made. Further relaxations during the second half of 1950 would have to depend on the future course of events.

United Kingdom Exports Increased in Value Last Year

United Kingdom exports in 1949 had a total value of £1,784,400,000, £202,600,000, or 12·8 per cent more than in 1948. Exports to Canada were £79,800,000 (provisional) in 1949 and £71,900,000 in 1948.

Cotton Situation Improved in Egypt

Recently increased customs duties on imported cotton goods in Egypt, and the government's decision to subsidize local cotton mills to the extent of some £E500,000, have slightly improved the situation of the local textile industry. However, the mills still have surplus stocks for disposal.—(*Barclays Bank Review*)

Indian Cultivators Will Receive Awards for Maximum Yields

Indian provincial and state governments are considering proposals for awarding prizes and medals to cultivators showing maximum yields from their fields. The governments of Bombay and the United Provinces have begun work on the scheme of giving cash prizes to cultivators. The village showing the maximum yield is eligible for an award of Rs. 1,000. The United Provinces scheme is similar, except for minor modifications. The Government of India is considering the award of suitable prizes to cultivators.—(*Indian Agricultural Journal*)

Development of Belgian Congo Provided in Ten-year Plan

Provision made for expenditure of 50,000 million francs—Proposals involve better social conditions for natives, establishment of new industries, modernization of agricultural methods, improved communications, development of hydro-electrical resources and an increase in mineral output.

By A. B. Brodie, Assistant Canadian Government Trade Commissioner

(One franc equals \$0.022 Canadian)

LEOPOLDVILLE.—Provision has been made for the expenditure of 50,000 million francs in the Belgian Congo over a period of ten years for the development of its resources and the improvement of living conditions. The proposals, which are set forth in a report comprising two volumes, involve the improvement of social conditions for the natives, the establishment of new industries, the modernization of agricultural methods, the betterment of communications, the development of hydro-electrical resources and an increase in mineral production.

The economic development of the Belgian Congo has been rapid but, because it has been founded essentially on the exports of raw materials, such as copper, tin, zinc, uranium, diamonds, palm oil and vegetable fibres, it is very vulnerable to fluctuations on the world markets. In periods of crisis, the fall in prices disturbs the Congo economic structure by lowering profits, reducing the government income, which, in turn, results in reduced government expenditure for the welfare of the natives. It is the aim of the Belgian Decennial Plan to rectify this situation and to eventually create a home market in the Congo.

There are many of the approximate 11 million inhabitants in the Belgian Congo whose essential needs are far from being realized. Only about 15 per cent of the natives living around European cities like Leopoldville, Matadi, Elisabethville and Stanleyville or in industrial suburbs are the most able to produce. The others, living in the villages, have less vitality because of an unbalanced diet. To increase their productivity, the plan stresses that the first necessity is to increase the standard of living in the affected areas.

Public Works to Improve Welfare of Natives

A large expenditure to include water distributing installations in 15 secondary centres by putting into service some 10,000 wells in order to provide fresh water to the villages is proposed. A large housing scheme is also planned which calls for approximately 40,000 houses, of which 20,000 would be in Leopoldville. A medical program, which will create an estimated 43 new hospitals besides increasing the present laboratory and dispensary facilities, has been proposed. Other improvements for the welfare of the natives will include the installing of a series of silos for the preservation of foodstuffs, the establishment of two university centres for higher learning at Kisantu and Leopoldville, as well as additional secondary schools.

The government has decided to increase wages, but this will be done gradually so as not too endanger Congo companies. It is eventually



Belgian Congo—A large housing scheme calling for approximately 40,000 houses is planned as part of the government's ten-year program to improve the welfare of the natives.

expected that, by improving the standard of living and increasing the wages of the natives, the Congolese will be, before very many years, buyers of commodities which they have never been able to afford. This, it is pointed out, will make the country's economy more solid and ensure a home market in the Congo.

The development of secondary industries in the Belgian Congo has been touched on briefly by the Decennial Plan. Because of the Congo's natural resources, the following industries have been recommended:

(a) The production of the following metals from the Congo minerals—ferro-manganese (this is already in production), ferro-silicium, ferro-tantalite and eventually to create an iron-smelting industry;

(b) Metal products—manufacture of metal drums, etc., common garden tools;

(c) Metal pipes and sheets;

(d) Household articles, bicycles, etc.;

(e) Chemicals—sodiums and chlorides, cattle and poultry foods;

(f) Glass and ceramics—bottles (two plants are already being constructed), earthenware products, sanitary articles, tiles and kitchenware articles.

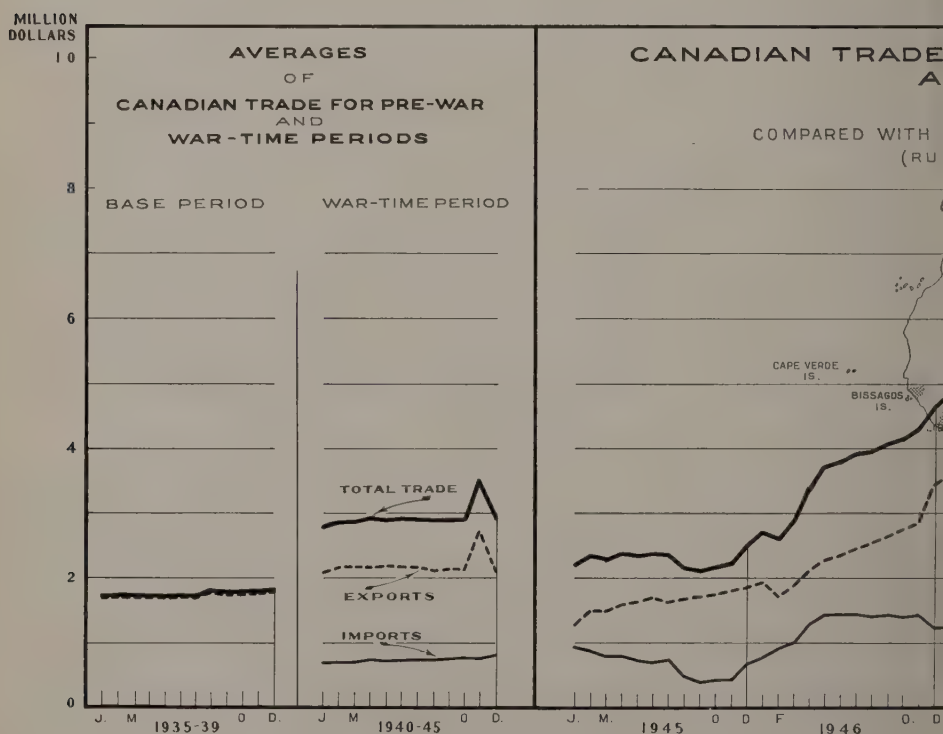
Transport Facilities to be Developed

Development of the means of transport so that goods may be conveyed more economically and rapidly is projected. At present delays for shipments to interior parts of the Congo are as much as four to five months. The scheme envisages the development of an industrial triangle based on Leopoldville, Elisabethville and Stanleyville. For example, a project for

Canadian Trade with Belgian

Imports

Country	Twelve Months ended November					
	Average 1935-39		1948		1949	
	Value \$'000	Per cent	Value \$'000	Per cent	Value \$'000	Per cent
Belgian Congo.....	5	14.7	1,656	94.3	615	73.7
Portuguese Africa.....	15	44.1	94	5.4	212	25.4
Liberia.....	14	41.2	7	0.4	7	0.8
TOTAL.....	34	100.0	1,757	100.0	834	100.0



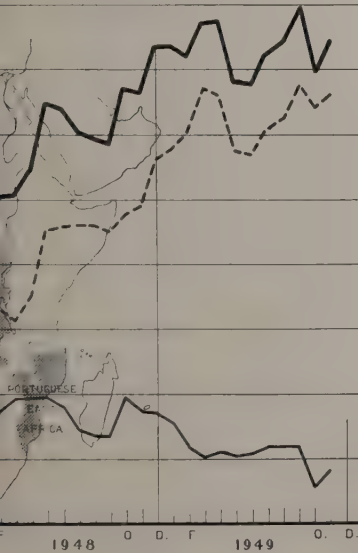
Portuguese Africa and Liberia

Exports

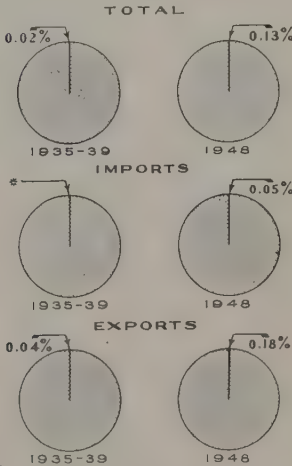
Country	Twelve Months ended November					
	Average 1935-39		1948		1949	
	Value \$'000	Per cent	Value \$'000	Per cent	Value \$'000	Per cent
Belgian Congo.....	90	5.1	1,968	40.2	2,635	39.7
Portuguese Africa.....	1,654	93.9	2,794	57.1	3,874	58.4
Liberia.....	17	1.0	128	2.6	126	1.9
TOTAL.....	1,761	100.0	4,890	100.0	6,635	100.0

Prepared by Dominion Bureau of Statistics

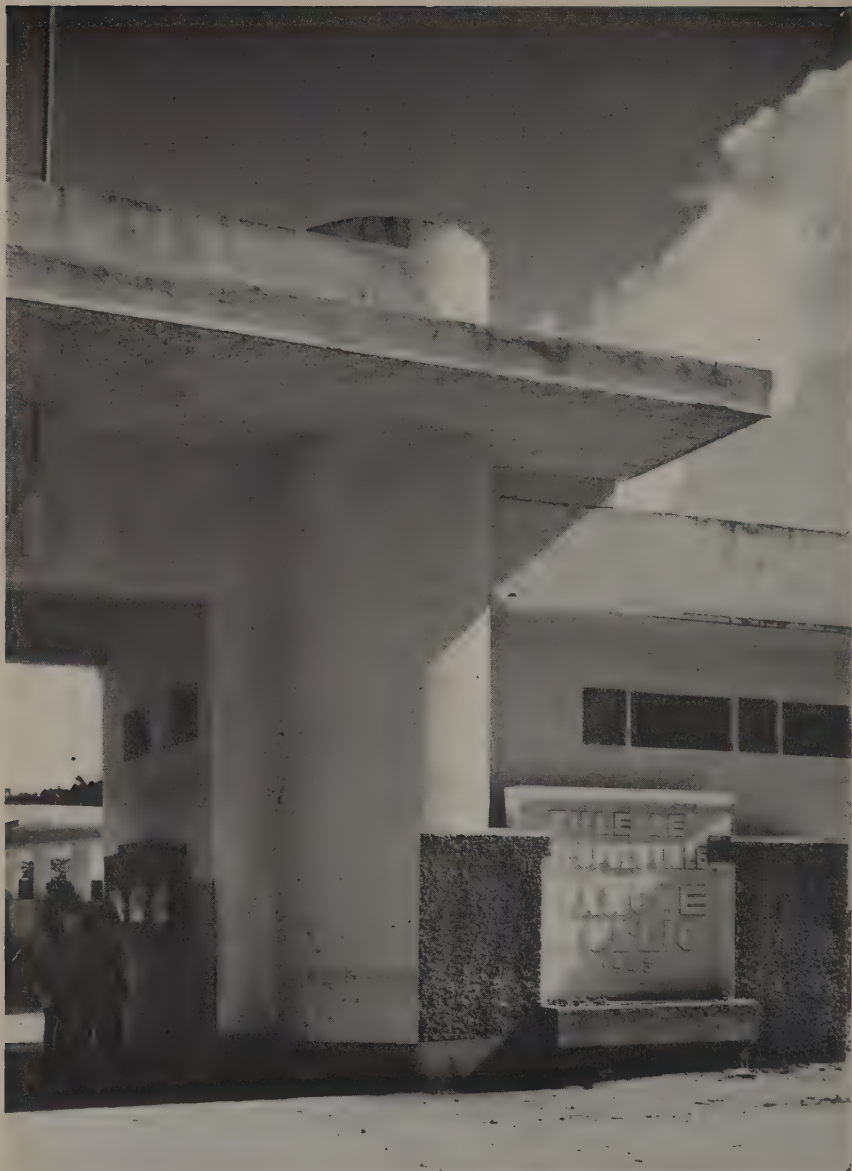
AN CONGO, PORTUGUESE
LIBERIA
49
SE AND WAR-TIME PERIODS
MONTH TOTALS)



RELATIVE PROPORTIONS OF TRADE
WITH
BELGIAN CONGO, PORTUGUESE
AFRICA AND LIBERIA
TO
TOTAL CANADIAN TRADE
AVERAGE FOR THE BASE PERIOD
COMPARED WITH
LATEST COMPLETED CALENDAR YEAR



Less than 1/100 of 1 p.c.



Belgian Congo—Entrance to the public market at Leopoldville. Built at a cost of five million francs, this is visited daily by 1,200 sellers and 10,000 buyers.

Information Service Photo.

a railway from Kamina to Kabalo has been put forward. This will link both Lobito-Tenke and Matadi-Port Francqui lines with Albertville and thence, by the Tanganyika system, with Dar-es-Salaam.

It has also been suggested that a first-class motor road between Stanleyville and Costermansville would be more useful than a railroad. Another motor road from Costermansville (on Lake Kivu) to Uvira (on Lake Tanganyika) has been proposed. The present road system in the Belgian Congo totals approximately 62,827 miles. An expenditure for

building this network of paved roads which would cross the Congo in all directions will exceed 6,000 million francs. The Hailey report mentioned linking Stanleyville and Kasenyi on Lake Albert by means of a railway which would give a connection with the Nile. Another plan was to build a railway from Stanleyville to Goma on Lake Kivu. This latter has been discarded for the present. The Congo ten-year plan will eventually provide a first-class road from Stanleyville to Goma. It will be up to the decision of the British how this road will link up with Kampala and Mombasa.

New Airport to be Built at Leopoldville

The construction of a new airdrome at Leopoldville (Lemba) and the enlarging and the building of other airdromes is also a part of the program. The total expenditure for the airports alone is estimated at about 1,373 million francs.

The port improvements over the next ten years will mean an outlay of some 4,400 million francs. This sum includes new port installations, extending of the present quays, equipping the channels with lighting equipment for night navigation, etc. It is interesting to note that the Port of Matadi will be extended by 548 metres, and it is anticipated that the yearly tonnage which will be handled at this port will increase from 850,000 tons in 1948 to 1,750,000 tons in 1960.

The plans for the generation and transmission of electricity form one of the most important parts of the scheme, since power is an essential if industrial and agricultural expansion is to be carried out. The estimated potential hydropower capacity in the Belgian Congo is roughly 178,770,000 h.p. It is expected that the present power of 134,500 h.p. will reach 186,000 h.p. over the next ten years.

Besides making an aerial survey of 11,583 square miles yearly, it has also been planned to set up geological, hydrological and meteorological services. The plan also includes medical and veterinary laboratories. The total expenditure will likely reach about 326 million francs.

Numerous Medium-sized Farms to be Established

The agricultural problem has been studied jointly with the Anti-erosion Mission. Since approximately 85 per cent of the population live in the bush and do some agricultural work, not only the problem of soil must be considered but also the actual training of the native agriculturalists. The scheme calls for the establishment of numerous medium-sized farms. It is hoped that, with land grants, government aid in electrification and loans for equipment, some 350,000 families will eventually settle in the Congo, occupying approximately 160,000 hectares, and will find economic security raising cattle, hogs, fish, as well as working in the forests and growing their own produce. The proposed agricultural program will require about 1,388 million francs.

There will be a great need for skilled and willing immigrants but the plan strongly recommends this be done on a selective basis.

The mining industry gives employment to about 2,400 Europeans and approximately 140,000 natives. Its importance is not only on the amount of labour it employs but the revenue obtained from the exports of mineral products, representing 51.87 per cent of the total Congo exports in 1948. The minerals in the Congo are government property, but the concessions are leased to private enterprises for development. The plan admits that it is dangerous to estimate the production of the various mines over the next ten years because of such governing factors as world demand and competing mining development methods in other countries.

Forecast of Belgian Congo Mineral Production

	1948 Production	Estimated Production under 10-Year Plan
Copper	155,000 tons	180,000 tons
Gold	9,460 kgs. (1947)	15,000 kgs.
Diamonds (industrial)	5,274,000 carats	7,500,000 to 8,000,000 carats
Cobalt	3,600 tons	4,000 to 4,400 tons
Zinc (concentrated-crude) ..	34,974 tons	70,000 to 90,000 tons
Cadmium	44 tons* (1949)	50 tons
Silver	118 tons	120 tons
Manganese	12,765 tons	15,000 tons
Cassiterite (Sn O ₂)	14,000 tons* (1949)	20,000 tons

* Estimated.

The plan calls for a total investment of 50,000 million francs, of which half will come from public resources and the other half from private investment. It is hoped that Belgium will be able to finance from its own sources and those of the Congo the greater part of this total, if not the whole of the public investment.

The following is a recapitulation of the proposed capital expenditures to be paid from the public resources:

Proposed Public Capital Expenditures for Ten-year Plan

	(000,000 francs)
Water supplies	1,052
Native housing	1,900
Health and medical installations	1,978
Education for natives	1,838
Immigration and colonization	586
Communications:	
Waterways	4,385
Roads	6,100
Railroads	1,263
Airways	964
Total	12,712
Public Services:	
Urbanism and public buildings	1,200
Storage and conservation of products	250
Cartography and geodesy	112
Geology and hydrology	25
Meteorology	28
Telecommunications	250
Total	1,865
Electricity	1,909
Agricultural Development	
Scientific research	339
Soil conservation	154
Agriculture for natives	625
Stock-raising for natives	180
Fishing and fish-culture	90
Total	1,388

It has been tentatively announced that a special committee will be set up in Leopoldville for the administration of the Ten-year Plan under the Director General of Economic Affairs. The plan is still in its preliminary stages and it is, therefore, too early to indicate the official channel to be followed by Canadian firms wishing to make offers for some of this proposed business. Full details will be despatched just as soon as they become available.

The Congo Plan is indeed an ambitious one and described by the Minister for the Colonies as "an intellectual adventure . . . audacious and realistic but conscientious". Large sums have been proposed to improve the colonial economy and it is anticipated that by strengthening the communication lines, developing the hydro-electric power, adopting modern agricultural methods, raising the standard of living for the natives, the Congo's progress over the next ten years will be a prosperous one.

Reorganization in Trade Department is Expected to Aid Study of Problems

Trade Policy Adviser appointed to consider commercial problems arising from complexity of trade and increasing importance of Canada in this field—International Trade Relations Division extends functions of Commercial Relations and Foreign Tariffs Division.

REORGANIZATION within the Economic Research and Development Branch, of the Department of Trade and Commerce, is expected to provide improved facilities for the consideration of external trade problems. Hubert R. Kemp, formerly Director of the Commercial Relations and Foreign Tariffs Division, has been promoted to the position of Trade Policy Adviser, and Dr. Claude M. Isbister succeeds him as Director of the International Trade Relations Division, the new name for this division.



H. R. Kemp

Mr. Kemp's principal function will be the consideration of commercial problems arising from the increasing importance of Canada as a trading nation and the complexity of these problems. He will be responsible for the preparation of studies on international trade developments, and the interpretation of these developments in accordance with Canadian trade policy for the guidance of other officers in the department, including trade commissioners in training and those serving abroad. His extensive knowledge of tariffs and trade practices, his participation in the negotiation of trade agreements with foreign countries, and experience gained at international conferences in

London and Geneva for the preparation of a General Agreement on Tariffs and Trade qualify Mr. Kemp for the position to which he has been appointed.

Born in Woodstock, Ont., Mr. Kemp attended the University of Toronto and engaged in post-graduate studies there and at the London School of Economics. Prior to the war, he was Professor of Commerce at the University of Toronto, leaving this post in 1939 to become Economic Adviser to the Wartime Prices and Trade Board. When the Foreign Trade Service was created in 1945, he was appointed Director of the Commercial Relations and Foreign Tariffs Division. Mr. Kemp has represented the Department of Trade and Commerce at a number of international conferences, including those connected with the preparation of the General Agreement on Tariffs and Trade. He also attended the trade negotiations at Geneva, in 1947, and at Annecy, in 1949, and will leave this month for Geneva, where the fourth session of the contracting parties will be held.

Functions of Commercial Relations Division Expanded

In the establishment of an International Trade Relations Division, the former functions of the Commercial Relations and Foreign Tariffs Division will be expanded to provide a closer study of international trade agreements and the implications to Canada of the tariffs and trade practices of other countries. Emphasis will be placed on research and information relating to current developments in the international

trade picture and to the effect of these developments on the Canadian economy as a whole, as well as on Canada's domestic and foreign trade.

Dr. Isbister, who has been appointed director of this division, was born in Winnipeg, and attended the University of Manitoba. He was employed by the Sun Life Assurance Company of Canada, in Montreal, and then engaged in post-graduate studies in economics at the University of Toronto. Dr. Isbister obtained his Ph.D. at Harvard University, where he lectured for several years. On returning to Canada, he joined the staff of the Dominion Bureau of Statistics, and became Assistant Dominion Statistician. During the absence of Mr. Kemp in Annecy last year, Dr. Isbister was Acting Director of the Commercial Relations and Foreign Tariffs Division.

Foreign Trade Inquiries

Canadian firms interested in any inquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the inquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with inquiries, the name of the inquirer, file number of the inquiry and the date of issue of *Foreign Trade* in which it was shown should be supplied.

111. **Dominican Republic**—Mr. F. R. Espinal, P.O. Box 82, Ciudad Trujillo, Dominican Republic, wishes to hear from Canadian exporters in a position to ship any of the following commodities to the Dominican Republic: Buttons, ink, bottle closures, fertilizers, cotton piece-goods, rayon and cotton yarns, oilcloth and linoleum, shoe leather, seine cotton twine. This firm has a satisfactory rating with regard to financial status and integrity. File: C.E. 348.
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Number of European Building Contractors in Southern Rhodesia Decreased

European employers in Southern Rhodesia engaged in building industries at the end of August totalled 501, as compared with 514 in the previous month. The August figure last year was 432. Building contractors account for nearly three-fifths of the total in every month.

More European artisans were employed in the building industry at the end of August than in July, the total rising from 2,435 to 2,451. In addition, the number of artisans employed by the government, railways, and the National Building and Housing Board rose, in the same periods, from 785 to 817.—(*Southern Rhodesia Statistical Bulletin*.)

Canadian Wheat for Export is Less This Year

Canadian wheat available for export and carry-over during the current crop year amounted to 319,100,000 bushels. This compares with 330,300,000 on the corresponding date last year.—(*Dominion Bureau of Statistics, December 20, 1949*)

Ironmongery Stocks in Egypt Being Sold Rapidly

Present stocks of ironmongery in Egypt cover a large variety of articles, and are being turned over rapidly. Demand for nails is strong, and prices have risen about 40 per cent during the last three months. Large consignments are on order, however, and local prices should decrease shortly.—(*Barclays Bank Review*)

Trade and Tariff Regulations

Peruvian Consular Fee Increased

Lima, January 30, 1950.—(FTS)—Effective December 31, 1949, the consular fee on invoices of goods destined to Peru has been increased from 6 per cent to 8 per cent ad valorem. The fee is payable at the Custom House at the Peruvian port of entry.

Colombian Regulations Governing Ex-Quota Licences Clarified

Bogotá, January 25, 1950.—(FTS)—Much interest has been shown in a recent resolution of the Colombian exchange office providing for the issue of import licences for certain goods outside the presently established quotas. It is a condition that the products accorded this treatment must originate from manufacturers and be bought at export prices fixed by them. A certificate to this effect is required and may be issued by a local consulate or embassy representing the country where the manufacturer or exporter is located. These certificates are being issued by the Canadian Trade Commissioner free of charge to enable Canadian firms concerned to take advantage of trade opportunities provided by the ex-quota licences. It is not necessary to have this routine done for every pro-forma invoice and the certificate does not have to be written on the pro-forma invoice itself. It need only accompany the application for import licence along with the invoice normally required. A firm dealing with many small orders may, therefore, have one of the trade commissioner's certificates photostated, either in Canada or by the local agent in Colombia, so that a copy may accompany each licence application. When only a few orders are concerned, the trade commissioner will supply the required number of copies. Canadian exporters interested in this trade should instruct their agent in Colombia to communicate with the Canadian Trade Commissioner in Bogotá.

The products to which these regulations are applicable are seeds for agriculture, chemical fertilizers, toilet paper, barbed wire for fences, certain iron and steel tubing, tools for agriculture, mining or industry, horseshoe nails, domestic sewing machines up to \$100 in value, parts for farm machinery, medical and dental instruments and apparatus, scientific instruments, needles, insecticides, copper sulphate and certain specified automotive parts.

Fur Farm Revenues Up Sharply

Fur farm revenues moved up sharply in 1947, to reach an all-time record figure of \$13,092,453 as compared with \$9,284,319 in 1946, despite a decrease in the number of farms in operation. Pelt sales more than doubled during the year, while the average value was generally lower.

DATA FOR EXPORTERS COMPILED

Information, of particular interest to Canadian exporters, concerning shipping documents and customs regulations of foreign countries, is being compiled by the Commercial Relations and Foreign Tariffs Division, Foreign Trade Service. Countries concerning which such information is now available in a revised form are: Belgium, Cuba, Denmark, Dominican Republic, Egypt, Guatemala, Italy, Mexico, Netherlands Antilles, Nicaragua, Norway, Panama, Surinam (Netherlands Guiana), Sweden, Switzerland and Venezuela. Data on other countries will be made available from time to time.



Ocean-Going Sailing Schedules

Information contained in the following list of sailings is furnished by the steamship companies and agents concerned. This is the latest available, and is subject to change after **Foreign Trade** has gone to press.

The loading date and name of ship are not indicated in some instances, as information available is not sufficient definite to mention the ship concerned. Exporters should seek further details from the operator or agent mentioned.

Ships loading within ten days of the publication date of this issue are not included.

DEPARTURES FROM HALIFAX

* Calls at Saint John.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Aden— Port Aden.....	March 15-21	<i>Herefordshire</i>	Cunard Donaldson
Africa—South and East— Cape Town..... Port Elizabeth..... East London..... Durban.....	March 15-20	<i>A Ship</i>	March Shipping
Argentina— Buenos Aires.....	{ Feb. 25-Mar. 3 March 16-17 March 19-24	<i>Bowrio</i> <i>Mormacyork</i> <i>Bowmonte</i>	Cunard Donaldson Montreal Shipping Cunard Donaldson
Brazil— Rio de Janeiro..... Santos.....	{ Feb. 25-Mar. 3 March 16-17 March 19-24	<i>Bowrio</i> <i>Mormacyork</i> <i>Bowmonte</i>	Cunard Donaldson Montreal Shipping Cunard Donaldson
Colombia— Barranquilla.....	{ March 10-16 March 26-31	* <i>Spangholm</i> * <i>Vigoer</i>	Swedish American Swedish American
Cuba— Santiago..... Havana.....	March 2-4 { Feb. 27-Mar. 3 March 1-3 March 10-15	<i>Dufferin Bell</i> * <i>Vretaholm</i> <i>Federal Trader</i> * <i>Tunaholm</i>	Pickford and Black Swedish American Federal Commerce Swedish American
Egypt— Alexandria..... Port Said..... Suez.....	March 15-21	<i>Herefordshire</i>	Cunard Donaldson
French Indo- China— Saigon.....	February 20-27	<i>Trein Maersk</i>	Robert Reford
Haiti— Port au Prince.....	March 2-4	<i>Dufferin Bell</i>	Pickford and Black
Hong Kong	February 20-27	<i>Trein Maersk</i>	Robert Reford
India— Bombay..... Calcutta.....	February 15-25	<i>Makena II</i>	Cañada Asiatic

DEPARTURES FROM HALIFAX—Continued

Destination	Loading Date	Vessel	Operator or Agent
Indonesia— Belawan-Deli..... Samarang..... Soerabaya..... Cheribon.....	March 15-21	<i>Herefordshire</i>	Cunard Donaldson
Iran— Khoramshar.....	February 15-25	<i>Makena II</i>	Canada Asiatic
Ireland— Dublin..... Cork.....	March 2	<i>Irish Cedar</i>	Shipping Limited
Japan— Keelung.....	February 20-27	<i>Trein Maersk</i>	Robert Reford
Malaya— Penang..... Port Swettenham..	February 20-27 March 15-21	<i>Trein Maersk</i> <i>Herefordshire</i>	Robert Reford Cunard Donaldson
Mexico— Progreso..... Veracruz.....	March 1-3	<i>Federal Trader</i>	Federal Commerce
Veracruz..... Tampico.....	Feb. 27-Mar. 3 March 10-15	* <i>Vretaholm</i> * <i>Tunaholm</i>	Swedish American Swedish American
Netherlands Antilles— Willemstad.....	March 10-16 March 25-31	* <i>Svaneholm</i> * <i>Vigoer</i>	Swedish American Swedish American
Norway— Oslo..... Kristiansand..... Stavanger..... Bergen.....	February 25	<i>Idefjord</i>	Kerr Steamships
Pakistan— Karachi.....	February 15-25	<i>Makena II</i>	Canada Asiatic
Philippines— Manila..... Hilo..... Cebu.....	February 20-27	<i>Trein Maersk</i>	Robert Reford
Puerto Rico— San Juan.....	March 10-16 March 25-31	* <i>Svaneholm</i> * <i>Vigoer</i>	Swedish American Swedish American
Saudi Arabia— Jeddah.....	February 15-25 March 15-21	<i>Makena II</i> <i>Herefordshire</i>	Canada Asiatic Cunard Donaldson
Singapore.....	February 20-27 March 15-21	<i>Trein Maersk</i> <i>Herefordshire</i>	Robert Reford Cunard Donaldson
Thailand— Bangkok.....	February 20-27	<i>Trein Maersk</i>	Robert Reford
United Kingdom— Avonmouth..... Swansea.....	February 18-23 March 2-7 March 13-18	<i>Bristol City</i> <i>Egidia</i> <i>Eucadia</i>	Furness Withy Furness Withy Furness Withy
Leith..... Newcastle.....	February 18-23	<i>Cairnvalona</i>	Furness Withy
Liverpool.....	February 22-27 February 25-26 February 26 March 11-15 March 27-31	<i>Nova Scotia</i> (r) * <i>Arabia</i> (r) <i>Franconia</i> (r) <i>Newfoundland</i> (r) <i>Nova Scotia</i> (r)	Furness Withy Cunard Donaldson Cunard Donaldson Furness Withy Furness Withy
London.....	February 20-25	<i>Seaboard Queen</i>	March Shipping

DEPARTURES FROM HALIFAX—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Uruguay— Montevideo.....	{ Feb. 25–Mar. 3 March 16–17 March 19–24	<i>Bowrio</i> <i>Mormacyork</i> <i>Bowmonte</i>	Cunard Donaldson Montreal Shipping Cunard Donaldson
Venezuela— La Guaira..... Maracaibo..... Puerto Cabello.....	{ March 10–16 March 25–31	<i>*Svanholm</i> <i>*Vigoer</i>	Swedish American Swedish American
West Indies— Antigua..... Barbados..... Bermuda..... British Guiana..... Dominica..... Grenada..... Montserrat..... St. Kitts..... St. Lucia..... St. Vincent..... Trinidad.....	{ February 18–24 Feb. 23–Mar. 5 March 2–9 March 9–19 March 18–24 April 4–11	<i>*Lady Nelson (r)</i> <i>A Ship</i> <i>*Canadian Challenger</i> <i>A Ship</i> <i>*Lady Rodney (r)</i> <i>*Lady Nelson (r)</i>	Canadian National Alcoa Steamships Canadian National Alcoa Steamships Canadian National Canadian National
Jamaica..... Bahamas.....	{ March 3 March 17 March 31 April 4	<i>Canadian Cruiser (r)</i> <i>Canadian Constructor (r)</i> <i>Canadian Cruiser (r)</i> <i>Canadian Constructor (r)</i>	Canadian National Canadian National Canadian National Canadian National
Jamaica.....	March 2–4	<i>Dufferin Bell</i>	Pickford and Black

DEPARTURES FROM SAINT JOHN

* Calls at Halifax.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa—South and East— Cape Town..... Port Elizabeth..... East London..... Durban..... Lourenço Marques..... Beira.....	{ February 28 March 3–9 March 5–14 March 24–31	<i>Morgenster</i> <i>Thorshall</i> <i>Cargill</i> <i>Thorsisle</i>	Shipping Limited Kerr Steamships Elder Dempster Kerr Steamships
Mombasa.....	{ March 3–9 March 24–31	<i>Thorshall</i> <i>Thorsisle</i>	Kerr Steamships Kerr Steamships
Australia— Brisbane..... Sydney..... Melbourne..... Adelaide..... Fremantle.....	{ Early March	<i>Port MacQuarie</i>	Montreal Australia New Zealand Line
Belgium— Antwerp.....	{ February 21–27 March 5 March 8–13 March 15 March 29	<i>Wendover</i> <i>*Beaverdell (r)</i> <i>Saint Marcouf</i> <i>Prins Philips Willem</i> <i>Prins Alexander</i>	Cunard Donaldson Canadian Pacific Furness Withy Shipping Limited Shipping Limited
Ceylon— Colombo.....	{ February 24 March 10	<i>Høegh Silverspray</i> <i>City of New York</i>	Kerr Steamships McLean Kennedy
Dominican Republic— Ciudad Trujillo.....	February 27–28	<i>*A Ship</i>	Saguenay Terminals
Egypt— Alexandria..... Port Said..... Port Sudan.....	{ February 24	<i>Høegh Silverspray</i>	Kerr Steamships

DEPARTURES FROM SAINT JOHN—Continued

Destination	Loading Date	Vessel	Operator or Agent
France—			
Le Havre.....	{ March 8-13 March 15 March 29	<i>Saint Marcouf</i> <i>Prins Philips Willem</i> <i>Prins Alexander</i>	Furness Withy Shipping Limited Shipping Limited
Marseilles.....	March 3-7	<i>Capo Noli</i>	Furness Withy
Germany—			
Hamburg.....	{ February 21-27 March 9 March 15	<i>Wendover</i> <i>Prins Alexander</i> <i>Prins Philips Willem</i>	Cunard Donaldson Shipping Limited Shipping Limited
Haiti—			
Port au Prince.....	February 27-28	* <i>A Ship</i>	Saguenay Terminals
Hong Kong	April 7	<i>City of Coventry</i>	McLean Kennedy
India—			
Bombay.....	{ February 24 March 10	<i>Höegh Silverspray</i> <i>City of New York</i>	Kerr Steamships McLean Kennedy
Madras.....			
Calcutta.....			
Cochin.....	February 24	<i>Höegh Silverspray</i>	Kerr Steamships
Ireland—			
Dublin.....	{ February 22-26 March 8-12	<i>Inishowen Head</i> <i>Torr Head</i>	McLean Kennedy McLean Kennedy
Dublin.....	{ March 6	<i>Irish Pine</i>	Shipping Limited
Cork.....			
Israel—			
Tel-Aviv.....	{ March 10	<i>A Ship</i>	J. T. Knight Company
Haifa.....			
Italy—			
West Coast Ports...	March 3-7	<i>Capo Noli</i>	Furness Withy
Genoa.....	February 17-24	<i>Mont Clair</i>	Montreal Shipping
Japan—			
Yokohama.....	{ April 7	<i>City of Coventry</i>	McLean Kennedy
Kobe.....			
Mediterranean—			
Western and Central Areas.....	February 17-24	<i>Mont Clair</i>	Montreal Shipping
Morocco—			
Tangiers.....	February 17-24	<i>Mont Clair</i>	Montreal Shipping
Netherlands—			
Amsterdam.....	{ February 21-27 March 15 March 29	<i>Wendover</i> <i>Prins Philips Willem</i> <i>Prins Alexander</i>	Cunard Donaldson Shipping Limited Shipping Limited
Rotterdam.....			
Netherlands Antilles—			
Curacao.....	{ February 27-28	* <i>A Ship</i>	Saguenay Terminals
Aruba.....			
New Zealand—			
Auckland.....	Mid-March	<i>Port Albany</i>	Montreal Australia New Zealand Line
Wellington.....			
Lyttelton.....			
Dunedin.....			
Bluff.....			
Northern Ireland—			
Belfast.....	{ February 22-26 March 4-8	<i>Inishowen Head</i> <i>Ramore Head</i>	McLean Kennedy McLean Kennedy
Pakistan—			
Karachi.....	{ February 24 March 10	<i>Höegh Silverspray</i> <i>City of New York</i>	Kerr Steamships McLean Kennedy

DEPARTURES FROM SAINT JOHN—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Philippines— Manila.....	April 7	<i>City of Coventry</i>	McLean Kennedy
Portugal— Lisbon.....	February 17-24	<i>Mont Clair</i>	Montreal Shipping
Saudi Arabia— Jeddah.....	February 24	<i>Höegh Silverspray</i>	Kerr Steamships
Singapore.....	April 7	<i>City of Coventry</i>	McLean Kennedy
United Kingdom— Avonmouth.....	{ February 18-24 February 20-27	<i>Norwegian Delilian (r)</i>	Cunard Donaldson Cunard Donaldson
Glasgow.....	February 18-24	<i>Norwegian</i>	Cunard Donaldson
Hull.....	{ February 24 March 13	<i>Sacramento (r) Bassano (r)</i>	McLean Kennedy McLean Kennedy
Leith.....	March 13-17	<i>Cairnovan</i>	Furness Withy
Newcastle.....			
Liverpool.....	{ February 22-26 February 24	<i>Inishowen Head *Beaverburn</i>	McLean Kennedy Canadian Pacific
	March 1	<i>*Empress of Canada (r)</i>	Canadian Pacific
	March 4-8	<i>Ramore Head</i>	McLean Kennedy
	March 8-12	<i>Torr Head</i>	McLean Kennedy
	March 15	<i>*Empress of France (r)</i>	Canadian Pacific
	March 29	<i>*Empress of Canada (r)</i>	Canadian Pacific
London.....	March 5	<i>*Beaverdell (r)</i>	Canadian Pacific
Manchester.....	{ February 22-25 March 1-4	<i>Manchester Shipper (r) Manchester Commerce (r)</i>	Furness Withy Furness Withy
	March 8-11	<i>Manchester Port (r)</i>	Furness Withy
Venezuela— Puerto Cabello.....	February 27-28	<i>A Ship</i>	Saguenay Terminals
La Guaria.....			

DEPARTURES FROM VANCOUVER

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa—South and East— Cape Town.....	March 10 March 19	<i>Silverteak Manoeran</i>	Dingwall Cotts Dingwall Cotts
Port Elizabeth.....			
East London.....			
Durban.....			
Argentina— Buenos Aires.....	{ February 24 March 5 March 13 April 5	<i>P. & T. Trader (r) Falkanger Bullaren Ravnanger</i>	Kingsley Navigation Empire Shipping Empire Shipping Empire Shipping
Australia— Sydney.....	Early March	<i>Parramatta</i>	Empire Shipping
Melbourne.....			
Adelaide.....			
Belgium— Antwerp.....	{ February 25 February 25-26 March 4 March 7	<i>Abraham Lincoln Uruguay (r) Brandanger Winnipeg</i>	Anglo-Canadian Gardner Johnson Canada Shipping Empire Shipping
	March 12-13	<i>Bio Bio (r)</i>	Gardner Johnson
	March 13	<i>Robin Gray</i>	Anglo-Canadian
	April 6-7	<i>Guayana (r)</i>	Gardner Johnson
	April 19-20	<i>Seattle (r)</i>	Gardner Johnson

DEPARTURES FROM VANCOUVER—Continued

Destination	Loading Date	Vessel	Operator or Agent
Brazil—			
Rio de Janeiro.....	February 24	<i>P. & T. Trader</i> (r)	Kingsley Navigation
Santos.....	March 5	<i>Falkanger</i>	Empire Shipping
	March 7	<i>Mormacgulf</i> (r)	Balfour Guthrie
	April 5	<i>Ravnanger</i>	Empire Shipping
Canal Zone—			
Balboa.....	February 27-28	<i>Santa Leonor</i>	Gardner Johnson
Panama City.....	March 7-8	<i>Santa Adela</i> (r)	Gardner Johnson
	March 12-13	<i>Gunner's Knot</i>	Gardner Johnson
	March 13	<i>Bullaren</i>	Empire Shipping
	March 28-30	<i>Coastal Nomad</i>	Gardner Johnson
Balboa.....	February 24	<i>P. & T. Trader</i> (r)	Kingsley Navigation
Balboa.....	March 7	<i>Mormacgulf</i>	Balfour Guthrie
Cristobal.....			
	March 12-13	<i>Gunner's Knot</i>	Gardner Johnson
	March 28-30	<i>Coastal Nomad</i>	Gardner Johnson
Ceylon—			
Colombo.....	March 3	<i>Salatiga</i>	Dingwall Cotts
	April 3	<i>Silverash</i>	Dingwall Cotts
Chile—			
Antofagasta.....	March 5	<i>Falkanger</i>	Empire Shipping
Valparaiso.....	April 5	<i>Ravnanger</i>	Empire Shipping
San Antonio.....			
Arica.....	February 27-28	<i>Santa Leonor</i>	Gardner Johnson
Antofagasta.....	March 7-8	<i>Santa Adela</i> (r)	Gardner Johnson
Valparaiso.....			
China—			
Shanghai.....	March 12	<i>Vingnes</i>	Empire Shipping
Colombia—			
Barranquilla.....	March 12-13	<i>Gunner's Knot</i>	Gardner Johnson
	March 13	<i>Bullaren</i>	Empire Shipping
	March 28-30	<i>Coastal Nomad</i>	Gardner Johnson
Buenaventura.....	February 27-28	<i>Santa Leonor</i>	Gardner Johnson
	March 7-8	<i>Santa Adela</i> (r)	Gardner Johnson
Costa Rica—			
Puntarenas.....	March 12-13	<i>Gunner's Knot</i>	Gardner Johnson
	March 13	<i>Bullaren</i>	Empire Shipping
	March 28-30	<i>Coastal Nomad</i>	Gardner Johnson
Cuba—			
Havana.....	March 19	<i>Stromboli</i>	Empire Shipping
Havana.....	February 25	<i>Aristotelis</i>	Empire Shipping
Santiago.....			
Denmark—			
Copenhagen.....	March 27	<i>Malacca</i>	Johnson Walton
Ecuador—			
Guayaquil.....	February 27-28	<i>Santa Leonor</i>	Gardner Johnson
	March 7-8	<i>Santa Adela</i> (r)	Gardner Johnson
El Salvador—			
La Libertad.....	March 13	<i>Bullaren</i>	Empire Shipping
La Libertad.....	February 27-28	<i>Santa Leonor</i>	Gardner Johnson
La Union.....	March 7-8	<i>Santa Adela</i> (r)	Gardner Johnson
	March 12-13	<i>Gunner's Knot</i>	Gardner Johnson
	March 28-30	<i>Coastal Nomad</i>	Gardner Johnson
Fiji Islands—			
Suva.....	February 22	<i>Thor I</i>	Empire Shipping
France—			
Marseilles.....	March 19	<i>Stromboli</i>	Empire Shipping

DEPARTURES FROM VANCOUVER—Continued

Destination	Loading Date	Vessel	Operator or Agent
France—Con.			
Le Havre.....}	March 7	<i>Winnipeg</i>	Empire Shipping
Dunkirk.....}	March 4	<i>Brandanger</i>	Canada Shipping
Le Havre.....}	March 18	<i>Robin Gray</i>	Anglo-Canadian
Germany—			
Bremen.....}	February 25-26	<i>Uruguay (r)</i>	Gardner Johnson
Hamburg.....}	March 7	<i>Winnipeg</i>	Empire Shipping
	March 18	<i>Robin Gray</i>	Anglo-Canadian
Hamburg.....}	March 12-13	<i>Bio Bio (r)</i>	Gardner Johnson
	April 6-7	<i>Guayana (r)</i>	Gardner Johnson
	April 19-20	<i>Seattle (r)</i>	Gardner Johnson
Greece—			
Piraeus.....	March 18	<i>Keystone State</i>	Anglo-Canadian
Guatemala—			
San Jose.....}	February 27-28	<i>Santa Leonor</i>	Gardner Johnson
	March 7-8	<i>Santa Adela (r)</i>	Gardner Johnson
	March 12-13	<i>Gunner's Knot</i>	Gardner Johnson
	March 13	<i>Bullaren</i>	Empire Shipping
	March 28-30	<i>Coastal Nomad</i>	Gardner Johnson
Hong Kong.....	March 1	<i>Tranquebar</i>	Johnson Walton
	March 1	<i>Charles E. Dant</i>	Dodwell and Company
	March 5	<i>Alex Salen</i>	Canada Shipping
	March 12	<i>Sunnyville</i>	Balfour Guthrie
	March 12	<i>Vingnes</i>	Empire Shipping
	March 13	<i>Montana</i>	Dodwell and Company
	March 14	<i>Kookaburra</i>	Empire Shipping
	March 27	<i>Serampore</i>	Johnson Walton
India—			
Bombay.....}	March 3	<i>Salatiga</i>	Dingwall Cotts
	April 3	<i>Silverash</i>	Dingwall Cotts
Madras.....}	March 14	<i>Samarinda</i>	Dingwall Cotts
Calcutta.....}	April 14	<i>Tawali</i>	Dingwall Cotts
Indonesia—			
Batavia.....}	March 3	<i>Salatiga</i>	Dingwall Cotts
Samarang.....}	March 14	<i>Samarinda</i>	Dingwall Cotts
Soerabaya.....}	April 3	<i>Silverash</i>	Dingwall Cotts
Cheribon.....}	April 14	<i>Tawali</i>	Dingwall Cotts
Ireland			
Dublin.....	March 27	<i>Malacca</i>	Johnson Walton
Israel—			
Haifa.....}	February 25	<i>Aristotelis</i>	Empire Shipping
Tel-Aviv.....}	Late March	<i>A Ship</i>	Empire Shipping
Italy—			
Genoa.....}	March 27	<i>Stromboli</i>	Empire Shipping
Naples.....}	April 12	<i>Leme</i>	Empire Shipping
Venice.....}			
Genoa.....}	March 18	<i>Keystone State</i>	Anglo-Canadian
Venice.....}			
Jamaica—			
Kingston.....	Late February	<i>A Ship</i>	Empire Shipping
Japan—			
Yokohama.....	February 24-25	<i>India Mail</i>	Canadian Blue Star
Kobe.....}	March 1	<i>Charles E. Dant</i>	Dodwell and Company
Yokohama.....}	March 13	<i>Montana</i>	Dodwell and Company
Nagoya.....}			
Malaya—			
Penang.....}	March 3	<i>Salatiga</i>	Dingwall Cotts
Port Swettenham..}	April 3	<i>Silverash</i>	Dingwall Cotts

DEPARTURES FROM VANCOUVER—Continued

Destination	Loading Date	Vessel	Operator or Agent
Mexico—			
Manzanillo.....	March 12-13	<i>Gunner's Knot</i>	Gardner Johnson
Acapulco.....	March 28-30	<i>Coastal Nomad</i>	Gardner Johnson
Netherlands—			
Rotterdam.....	March 7	<i>Winnipeg</i>	Empire Shipping
Amsterdam.....	March 27	<i>Malacca</i>	Johnson Walton
Rotterdam.....	March 4	<i>Brandanger</i>	Canada Shipping
	March 18	<i>Robin Gray</i>	Anglo-Canadian
Netherlands Antilles—			
Curaçao.....	February 24	<i>P. & T. Trader (r)</i>	Kingsley Navigation
New Caledonia—			
Noumea.....	February 22	<i>Thor I</i>	Empire Shipping
Norway			
Bergen.....	February 25	<i>Abraham Lincoln</i>	Anglo-Canadian
Oslo.....			
Pakistan—			
Karachi.....	March 3	<i>Salatiga</i>	Dingwall Cotts
	April 3	<i>Silverash</i>	Dingwall Cotts
Persian Gulf.....	March 3	<i>Salatiga</i>	Dingwall Cotts
	April 3	<i>Silverash</i>	Dingwall Cotts
Peru—	February 27-28	<i>Santa Leonor</i>	Gardner Johnson
Callao.....	March 1	<i>Charles E. Dant</i>	Dodwell and Company
Mollendo.....	March 5	<i>Falkanger</i>	Empire Shipping
	March 6	<i>Montana</i>	Dodwell and Company
	March 1-8	<i>Santa Adela (r)</i>	Gardner Johnson
	April 5	<i>Ravnanger</i>	Empire Shipping
Philippines—	February 24-25	<i>India Mail</i>	Canadian Blue Star
Manila.....	March 1	<i>Charles E. Dant</i>	Dodwell and Company
Iloilo.....	March 12	<i>Sunnyville</i>	Balfour Guthrie
Cebu.....	March 12	<i>Vingnes</i>	Empire Shipping
	March 13	<i>Montana</i>	Dodwell and Company
	April 12	<i>Francisville</i>	Balfour Guthrie
Manila.....	March 14	<i>Samarinda</i>	Dingwall Cotts
	April 3	<i>Silverash</i>	Dingwall Cotts
	April 14	<i>Tawali</i>	Dingwall Cotts
Manila.....	March 1	<i>Tranquebar</i>	Johnson Walton
Cebu.....	March 3	<i>Salatiga</i>	Dingwall Cotts
	March 5	<i>Alex Salen</i>	Canada Shipping
	March 14	<i>Kookaburra</i>	Empire Shipping
	March 27	<i>Serampore</i>	Johnson Walton
Samoa—			
Apia.....	February 22	<i>Thor I</i>	Empire Shipping
	March 3	<i>Salatiga</i>	Dingwall Cotts
	March 12	<i>Sunnyville</i>	Balfour Guthrie
Singapore.....	March 14	<i>Samarinda</i>	Dingwall Cotts
	April 3	<i>Silverash</i>	Dingwall Cotts
	April 12	<i>Francisville</i>	Balfour Guthrie
	April 14	<i>Tawali</i>	Dingwall Cotts
Society Islands—			
Papeete.....	February 22	<i>Thor I</i>	Empire Shipping
Spain—			
Barcelona.....	March 19	<i>Stromboli</i>	Empire Shipping
Sweden—			
Stockholm.....	February 25-26	<i>Uruguay (r)</i>	Gardner Johnson
Gothenburg.....	March 12-13	<i>Bio Bio (r)</i>	Gardner Johnson
Malmo.....	April 6-7	<i>Guayana (r)</i>	Gardner Johnson
	April 19-20	<i>Seattle (r)</i>	Gardner Johnson

DEPARTURES FROM VANCOUVER—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Tonga— Nukualofa.....	March	<i>Thor I</i>	Empire Shipping
Trieste	{ March 18 March 27 April 12	<i>Keystone State</i> <i>Stromboli</i> <i>Leme</i>	Anglo-Canadian Empire Shipping Empire Shipping
Trinidad— Port-of-Spain.....	February 24	<i>P. & T. Trader</i>	Kingsley Navigation
United Kingdom— Glasgow..... Liverpool.....	{ February 28 March 3 March 28	<i>Carmia</i> <i>Gracia</i> <i>Cape Hawke</i>	Balfour Guthrie Balfour Guthrie Balfour Guthrie
Liverpool.....	{ February 28 March 27	<i>Pacific Star</i> <i>Malacca</i>	Canadian Blue Star Johnson Walton
London.....	February 25	<i>Abraham Lincoln</i>	Anglo-Canadian
Manchester.....	{ March 27 April 7	<i>Pacific Exporter (r)</i> <i>Pacific Shipper (r)</i>	Furness Withy Furness Withy
Unstated Ports.....	{ February 25-26 March 12-13 April 6-7 April 19-20	<i>Uruguay (r)</i> <i>Bio Bio (r)</i> <i>Guayana (r)</i> <i>Seattle (r)</i>	Gardner Johnson Gardner Johnson Gardner Johnson Gardner Johnson
Uruguay— Montevideo.....	{ March 5 April 5	<i>Falkanger</i> <i>Ravnanger</i>	Empire Shipping Empire Shipping
Venezuela— Maracaibo..... Puerto Cabello..... La Guaira..... Guanta.....	March 13	<i>Bullaren</i>	Empire Shipping
Puerto Cabello..... La Guaira.....	February 24	<i>P. & T. Trader (r)</i>	Kingsley Navigation
Maracaibo.....	{ March 12-13 March 28-30	<i>Gunner's Knot</i> <i>Coastal Nomad</i>	Gardner Johnson Gardner Johnson
Virgin Islands— St. Thomas.....	March 27	<i>Malacca</i>	Johnson Walton

Services to Newfoundland

Transportation is a major factor in the economy of Newfoundland, which is served by a number of steamship services operating the year round from Halifax and North Sydney, and from Montreal during the season of open navigation on the St. Lawrence. Trans-Canada Air Lines also maintains a daily service between Montreal and St. John's, via Moncton, N.B., and Sydney, N.S. Boston is likewise connected with St. John's, via Yarmouth, N.S., Saint John, N.B., and Halifax, N.S. Steamship companies, ports of call and the frequency of their services are as follows:

Charlottetown to Corner Brook, etc.	Fortnightly.....	PEI Industrial Corporation
Halifax to St. John's.....	Fortnightly.....	Clarke Steamships
Halifax to St. John's.....	Weekly.....	Furness Red Cross Line
Halifax to St. John's.....	Every three weeks....	Furness Warren Line
Halifax to St. John's.....	Every ten days.....	Newfoundland-Canada Steamships
Halifax to St. John's.....	Fortnightly.....	Rowlings
Halifax to St. John's.....	Fortnightly.....	Blue Peter Steamships
North Sydney to Port aux Basques...	Daily, except Sunday	Canadian National Railways
Saint John to St. John's.....	Weekly.....	Furness Red Cross Line
Saint John to St. John's.....	Fortnightly.....	Blue Peter Steamships
Saint John to St. John's.....	Fortnightly.....	Clarke Steamships

Foreign Trade Service Abroad

Cable address:—Canadian, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

Buenos Aires—H. L. BROWN, Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.

Territory includes Uruguay and Paraguay.

Buenos Aires—W. B. McCULLOUGH, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Bartolomé Mitre 478.

Australia

Sydney—C. M. CROFT, Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952 G.P.O.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Melbourne—F. W. FRASER, Commercial Secretary for Canada, 83 William Street.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Belgian Congo

Leopoldville—L. H. AUSMAN, Canadian Government Trade Commissioner, Forescom Building. Address for letters: Boite Postale 373.

Territory includes Angola and French Equatorial Africa.

Belgium

Brussels—B. A. MACDONALD, Commercial Counsellor, Canadian Embassy, 46 rue Montoyer.

Territory includes Luxembourg.

Brazil

Rio de Janeiro—D. W. JACKSON, Commercial Secretary, Canadian Embassy, Edificio Metropole, Avenida Presidente Wilson 165. Address for letters: Caixa Postal 2164.

São Paulo—C. J. VAN TIGHAM, Commercial Secretary for Canada, Canadian Consulate, Edificio Alois, Rua 7 de Abril, 252. Address for letters: Caixa Postal 6034.

Chile

Santiago—Acting Commercial Secretary, Canadian Embassy, Bank of London and South America Building. Address for letters: Casilla 771. Territory includes Bolivia.

China

Shanghai—B. I. RANKIN, Acting Commercial Secretary for Canada, 27 The Bund, Postal District (0).

Territory includes Taiwan (Formosa).

Colombia

Bogotá—H. W. RICHARDSON, Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.

Territory includes Republic of Panama and the Canal Zone.

Cuba

Havana—A. W. EVANS, Commercial Secretary, Canadian Legation, Avenida de las Misiones 17. Address for letters: Apartado 1945.

Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

Cairo—J. M. BOYER, Canadian Government Trade Commissioner, 22 Sharia Kasr el Nil. Address for letters: Post Office Box 1770.

Territory includes Aden, Anglo-Egyptian Sudan, Cyprus, Ethiopia, Iraq, Lebanon, Saudi Arabia, Syria and the Hashemite Kingdom of the Jordan.

France

Paris—J. P. MANION, Commercial Secretary, Canadian Embassy. Address for letters: 3 rue Scribe.

Territory includes Algeria, French Morocco and Tunisia.

Paris—J. H. TREMBLAY, Commercial Secretary (Agricultural Specialist), Canadian Embassy. Address for letters: 3 rue Scribe.

Germany

Frankfurt am Main — B. J. BACHAND, Canadian Commercial Representative, Canadian Consulate, 145 Fuerstenbergerstrasse.

Cable address, Canadian Frankfurt-Main.

Greece

Athens—T. J. MONTY, Commercial Secretary, Canadian Embassy, 31 Vasillissis Sophias Avenue.

Territory includes Israel.

Guatemala

Guatemala City—J. C. DEPOCAS, Canadian Government Trade Commissioner, No. 20, 4th Avenue South. Address for letters: Post Office Box 400.

Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Foreign Trade Service Abroad—Concluded

Cape Town—C. B. BIRKETT, Commercial Secretary for Canada, 5th Floor, Grand Parade Centre Building, Adderley Street. Address for letters: Post Office Box 683.

Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius and Madagascar.

Cable address, Cantracom.

Sweden

Stockholm—Acting Commercial Secretary, Canadian Legation, Strandvägen 7-C. Address for letters: Post Office Box 14042.

Territory includes Finland.

Switzerland

Berne—YVES LAMONTAGNE, Commercial Counsellor, Canadian Legation, Thunstrasse 95.

Territory includes Austria, Czechoslovakia and Hungary.

Trinidad

Port-of-Spain—T. G. MAJOR, Canadian Government Trade Commissioner, 43 St. Vincent Street. Address for letters: Post Office Box 125.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana and the French West Indies.

Turkey

Istanbul—G. F. G. HUGHES, Commercial Secretary for Canada, Istiklal Caddesi, Lion Magazasi yaninda, Kismet Han No. 3/4, Beyoglu, Istanbul. Address for letters: Post Office Box 2220, Beyoglu.

United Kingdom

London—A. E. BRYAN, Commercial Counsellor, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Sleighing, London.

London—R. P. BOWER, Commercial Secretary, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England, East Anglia and British West Africa (Gold Coast, Sierra Leone and Nigeria).

Cable address, Sleighing, London.

London—W. B. GORNALL, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Cantracom, London.

London—R. D. ROE, Commercial Secretary (Timber Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Timcom, London.

Liverpool—M. J. VECHSLER, Canadian Government Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England and Wales.

Glasgow—J. L. MUTTER, Canadian Government Trade Commissioner, 200 St. Vincent Street.

Territory covers Scotland and Iceland.

Cable address, Cantracom.

Belfast—H. L. E. PRIESTMAN, Canadian Government Trade Commissioner, 36 Victoria Square.

Territory covers Northern Ireland.

United States

Washington—J. H. ENGLISH, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

Washington—Dr. W. C. HOPPER, Agricultural Secretary, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

New York City—M. T. STEWART, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, Cantracom.

New York City—M. B. BURSEY, Canadian Government Trade Commissioner (Fisheries Specialist), British Empire Building, Rockefeller Center.

Boston—T. F. M. NEWTON, Consul of Canada, 532 Little Building, 80 Boylston Street, Boston 16.

Detroit—J. J. HURLEY, Consul of Canada, Canadian Consulate, 1035 Penobscot Building, Detroit 26, Michigan.

Chicago—EDMOND TURCOTTE, Consul-General of Canada, Suite 800, Chicago Daily News Building, 400 West Madison Street.

Los Angeles—V. E. DUCLOS, Canadian Government Trade Commissioner, Associated Realty Building, 510 West Sixth Street.

San Francisco—H. A. SCOTT, Consul-General of Canada, 3rd floor, Kohl Building, 400 Montgomery Street.

Venezuela

Caracas—C. S. BISSETT, Canadian Government Trade Commissioner, Canadian Consulate General, 8° Piso, Edificio America, Esquina Veroes. Address for letters: Apartado 3306.

Territory includes Netherlands Antilles.

Foreign Trade Service Abroad—Continued

Hong Kong

Hong Kong—K. F. NOBLE, Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.

Territory includes South China and French Indo-China.

India

New Delhi—RICHARD GREW, Commercial Secretary, Office of the High Commissioner for Canada, 4 Aurangzeb Road. Address for letters: Post Office Box 11.

Bombay—R. K. THOMSON, Acting Commercial Secretary for Canada, Gresham Assurance House, Mint Road. Address for letters: Post Office Box 886.

Territory includes Burma and Ceylon.

Ireland

Dublin—H. L. E. PRIESTMAN, Commercial Secretary for Canada, 66 Upper O'Connell Street.

Italy

Rome—R. G. C. SMITH, Commercial Secretary, Canadian Embassy, Via Saverio Mercadante 15-17.

Territory includes Malta, Yugoslavia and Libya.

Jamaica

Kingston—M. B. PALMER, Canadian Government Trade Commissioner, Canadian Bank of Commerce Chambers. Address for letters: Post Office Box 225.

Territory includes the Bahamas and British Honduras.

Japan

Tokyo — J. C. BRITTON, Commercial Representative, Canadian Liaison Mission, Canadian Legation Building.

Territory includes Korea.

Mexico

Mexico City—D. S. COLE, Commercial Counsellor, Canadian Embassy, Edificio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

Netherlands

The Hague—J. A. LANGLEY, Commercial Counsellor, Canadian Embassy, Sophialaan 1-A.

The Hague—D. A. B. MARSHALL, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Sophialaan 1-A.

Territory includes Belgium, Denmark and Luxembourg.

New Zealand

Wellington—P. V. McLANE, Commercial Secretary, Office of the High Commissioner for Canada, Government Life Insurance Building. Address for letters: Post Office Box 1660.

Territory includes Fiji and Western Samoa.

Norway

Oslo—S. G. MACDONALD, Commercial Secretary, Canadian Legation, Fridtjof Nansens Plass 5.

Territory includes Denmark and Greenland.

Pakistan

Karachi—G. A. BROWNE, Commercial Secretary, Office of the High Commissioner for Canada. The Cotton Exchange, McLeod Road. Address for letters: Post Office Box 531.

Territory includes Iran and Afghanistan.

Peru

Lima—R. E. GRAVEL, Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.

Territory includes Ecuador.

Philippines

Manila—F. H. PALMER, Canadian Government Trade Commissioner, Tuason Building, 8-12 Escolta, Binondo. Address for letters: Post Office Box 1825, Manila, Republic of Philippines.

Portugal

Lisbon—L. S. GLASS, Canadian Government Trade Commissioner, Canadian Consulate General, Rua Rodrigo da Fonseca 103.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands and Gibraltar.

Singapore

Singapore—PAUL SYKES, Canadian Government Trade Commissioner, Room D-2, Union Building. Address for letters: Post Office Box 845.

Territory includes Federation of Malaya, Indonesia, North Borneo, Brunei, Sarawak and Thailand.

South Africa

Johannesburg—S. V. ALLEN, Canadian Government Trade Commissioner, Mutual Building, Harrison Street. Address for letters: Post Office Box 715.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Kenya, Nyasaland, Tanganyika and Uganda.

Cable address, Cantracom.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that the kinds of currency which may be accepted for exports to different countries are specifically covered by the Foreign Exchange Control Act and Regulations, and that funds may sometimes be tendered in payment for exports, which cannot, in fact, be transferred to Canada. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, to ensure that the method of payment contemplated is not only possible but that it is in accordance with the Foreign Exchange Control Act and Regulations.

Country	Monetary Unit		Nominal Quotations Sept. 17	Nominal Quotations Jan. 31	Nominal Quotations Feb. 6
Argentina.....	Peso	Off.	·2977	·3275	·3275
		Free	·2085	·1221	·1221
Austria.....	Schilling	Export	·0515	·0515	·0515
Australia.....	Pound	.....	3·2240	2·4640	2·4640
Belgium and Belgian Congo.....	Franc	.....	·0228	·0220	·0220
Bolivia.....	Boliviano	.....	·0238	·0262	·0262
British West Indies (except Jamaica).....	Dollar	.....	·8396	·6417	·6417
Brazil.....	Cruzeiro	.....	·0544	·0598	·0598
Burma.....	Rupee	.....	·3022	.....	.....
Ceylon.....	Rupee	.....	·3022	·2310	·2310
Chile.....	Peso	Off.	·0233	·0183	·0183
Colombia.....	Peso	.....	·5128	·5641	·5641
Costa Rica.....	Colon	.....	·1800	·1980	·1980
Cuba.....	Peso	.....	1·0000	1·1000	1·1000
Czechoslovakia.....	Koruna	.....	·0200	·0220	·0220
Denmark.....	Krone	.....	·2084	·1592	·1592
Dominican Republic.....	Peso	.....	1·0000	1·1000	1·1000
Ecuador.....	Sucre	.....	·0740	·0815	·0815
Egypt.....	Pound	.....	4·1330	3·1587	3·1587
El Salvador.....	Colon	.....	·4000	·4400	·4400
Fiji.....	Pound	.....	3·6306	2·7748	2·7748
Finland.....	Markka	.....	·0062	·0048	·0048
France, Monaco and French North Africa.....	Franc	Off.	·0037	·0032	·0032
French Empire—African.....	Franc	.....	·0073	·0063	·0063
French Pacific Possessions.....	Franc	.....	·0201	·0174	·0174
Germany.....	Deutsche Mark	.....	·3000	·2619	·2619
Guatemala.....	Quetzal	.....	1·0000	1·1000	1·1000
Haiti.....	Gourde	.....	·2000	·2200	·2200
Honduras.....	Lempira	.....	·5000	·5500	·5500
Hong Kong.....	Dollar	.....	·2519	·1925	·1925
Iceland.....	Krona	.....	·1541	·1178	·1178
India.....	Rupee	.....	·3022	·2310	·2310
Iran.....	Rial	.....	·0312	.....	.....
Iraq.....	Dinar	.....	4·0300	3·0800	3·0800
Ireland.....	Pound	.....	4·0300	3·0800	3·0800
Israel.....	Pound	.....	3·0000	3·0800	3·0800
Italy.....	Lira	.....	·0017	·0018	·0018
Jamaica.....	Pound	.....	4·0300	3·0800	3·0800
Japan.....	Yen	.....	·0028	.....	.....
Lebanon.....	Piastre	.....	·4561	.....	.....
Mexico.....	Peso	.....	·1157	·1273	·1273
Netherlands.....	Florin	.....	·3769	·2895	·2895
Netherlands Antilles.....	Florin	.....	·5308	·5333	·5333
New Zealand.....	Pound	.....	4·0150	3·0800	3·0800
Nicaragua.....	Cordoba	.....	·2000	·2200	·2200
Norway.....	Krone	.....	·2015	·1540	·1540
Pakistan.....	Rupee	.....	·3022	·3325	·3325
Panama.....	Balboa	.....	1·0000	1·1000	1·1000
Paraguay.....	Guarani	.....	·3200	.....	.....
Peru.....	Sol	.....	·1538	·0688	·0693
Philippines.....	Peso	.....	·4975	·5500	·5500
Portugal and Colonies.....	Escudo	.....	·0400	·0385	·0385
Singapore.....	Straits Dollar	.....	·4702	·3593	·3593
Spain and Colonies.....	Peseta	.....	·0916	·1008	·1008
Sweden.....	Krona	.....	·2783	·2126	·2126
Switzerland.....	Franc	.....	·2336	·2564	·2563
Thailand.....	Baht	.....	·1000	.....	.....
Turkey.....	Lira	.....	·3571	·3911	·3911
Union of South Africa.....	Pound	.....	4·0300	3·0800	3·0800
United Kingdom.....	Pound	.....	4·0300	3·0800	3·0800
United States.....	Dollar	.....	1·0000	1·1000	1·1000
Uruguay.....	Peso	Controlled	·6583	·7241	·7241
Venezuela.....	Bolivar	.....	·2985	·3289	·3289
Yugoslavia.....	Dinar	.....	·0200	.....	.....